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Summer Travel by Canadians

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SUMMER TRAVEL BY CANADIANS

Data Section
Economic and Regional
Analysis Branch (DERA)
Transport Canada.

August, 1980.



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Foreword

The sponsors of the Summer 1978 Canadian Travel Survey, conducted by Statistics Canada, were Transport Canada and the Canadian Government Office of Tourism.

For further information on this and other travel surveys, contact the Data Section, Economic and Regional Analysis Branch (DERA), Transport Canada, Ottawa, Ontario K1A 0N5, (613) 593-5063.



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Appendix B.)

Executive Summary

General

Some 14.1 million Canadians (60.6% of the population of 23.2 million) took at least one trip of 50 miles or more during the summer of 1978. Almost 20% took five or more trips.

These are among the results from the summer 1978 Travel Survey of about 25,000 households. The survey was conducted at the same time as the Labour Force Survey, thereby enabling socio-economic information to be attached to the travel data. This was the second such survey. More are planned, and smaller quarterly surveys have either been completed or are scheduled.

In this report, numbers for persons, trips and person-trips are weighted estimates based on the survey. Indicators of the reliability of these estimates are included.

Travellers Versus Non-Travellers

0 In general, socio-economic groups with a higher proportion of travellers to non-travellers tend also to travel more frequently.

0 The tendency to travel peaks for both sexes at ages of 25-34 years, although those 14 and under tend to travel more than those in the 15-19 range.

0 Higher education implies a greater tendency to travel and frequency of travel.

0 Higher income levels indicate more frequent travel.

o Those in professional occupations are the most likely to travel; those in industrial occupations are the least likely. In this summer quarter, teachers display the highest tendency to travel.

o Canadians east of Ontario generally show a below-average tendency to travel, whereas west of Ontario it is generally above average. Ontario residents are at the national average.

Travellers and Trips, by Mode and Purpose

o Almost 89% of all person-trips are made by automobile, 5% by air, 4% by bus and 1% by rail.

o In this summer quarter, a high percentage of travel is for visiting or pleasure purposes.

o Business travel implies greater use of the air mode.

o Males make most of the person-trips by automobile, whereas the bus is a more important mode for females than for males.

o The elderly and the young are more likely to travel by bus, whereas those between 25-55 are more likely to travel by air.

o Both air and rail show higher-than-average percentages of travel by the university educated.

o About three quarters of bus travel is by children, and by those not in the labour force or those currently unemployed.

o Automobile use is predominant at all household income levels. The relative share of bus travel increases at lower income levels and at higher levels there is relatively more air travel.

- o Compared with those in other occupations, persons in professional positions are greater air and rail users.
- o The larger the party size, the greater the automobile use. Nearly 83% of bus trips are made by a person travelling alone.
- o Travel by modes other than the automobile is primarily on weekdays.
- o Just over a third of all person-trips involve three or more nights away from home; these trips represent most rail and air travel.
- o One third of travel in the summer of 1978 is reported to have a "vacation" aspect.
- o The shift from automobile to air travel occurs at shorter distances when travel is for business. The bus share for all purposes peaks at a trip length of 350-499 miles; rail's share is largest for trips of 1,000-1,999 miles.

Travel by Origin and Destination

- o More than 88% of person-trips by Canadian residents are to Canadian destinations, 8% are to the United States and the rest are to other foreign or not stated destinations.
- o Travel to the United States is predominantly for pleasure; the air share of this traffic is greater than for domestic travel.
- o More than half of the travel to the United States originates in Québec or British Columbia; less than a third of domestic travel originates in these two provinces.

0 Most travel is to destinations within the same province; however, there are indications of more long-distance, out-of-province travel than shown by the spring 1977 survey.

0 In the Atlantic region, air has a relatively high share of local travel (comparable to British Columbia), and also accounts for a relatively large percentage of inbound travel.

0 In Québec, significantly more person-trips are made from the province than to it. The United States and Ontario account for 77% of destinations other than points within Québec.

0 Ontario, with its average tendency to travel, generates 37% of all trips from Canadian points of origin. 90% is to destinations within Ontario.

0 Prairie residents have a higher than average tendency to travel, with other countries, British Columbia and Ontario the preferred destinations.

0 In British Columbia the air mode is relatively important for local travel. The United States is the destination for almost 15% of all person-trips of 50 miles or more that originate in British Columbia.

CHAPTER 1

INTRODUCTION

1.1 Purpose of the Survey

The Summer 1978 Travel Survey, undertaken by Statistics Canada under joint sponsorship by Transport Canada and the Canadian Government Office of Tourism (CGOT), was aimed at increasing Transport Canada's understanding of passenger travel characteristics and associated modal choice for all modes of transportation, as well as CGOT's knowledge of traveller and tourist behavior. Detailed information was collected on all trips taken during the quarter by a selected respondent in each of 25,480 Canadian households. A trip was defined as a journey of 50 miles or more away from home, originating in one of the ten provinces, and ending between July 1 and September 30 (inclusive), 1978.

A household survey such as this is unique because it provides information on all travel during the reference period by all persons by various modes of transportation, and allows the analysis of both trip characteristics and socio-economic characteristics of the traveller. Thus, this survey provides an invaluable source of cross-sectional information on modal choice, passenger travel and tourism by all Canadians.

1.2 Design of the Survey

After interviewing for the regular Labour Force Survey (LFS) in September, 1978, the LFS interviewers introduced the Summer 1978 Travel Survey to a selected respondent in three-sixths of the total LFS sample households and asked the first (screening) question on the Travel Survey document (Appendix A). If the selected respondent reported no trips taken during the reference period, the interview was terminated, but the Travel Survey document was retained so that the characteristics of the travelling versus non-travelling populations could be analyzed. If the selected respondent reported at least one trip during the reference period, the questions in the Travel Survey document were posed in a personal interview. In addition to the information collected through

the questionnaire, the household, socio-economic, and labour market information collected on the regular LFS documents was linked to the Travel Survey information.

1.3 Context of the Survey

The Summer 1978 Travel Survey is the second in a series of large surveys that began with the Spring 1977 Travel Survey. This latter covered the second quarter of 1977, and was sponsored solely by Transport Canada, from whom reports are available on request. The methodology of that survey was basically the same as that used in 1978, except that it was administered to entire households as a document to be completed by the occupants, rather than personal interviews of selected respondents. One question (on the reason for choice of a particular mode) was dropped in 1978, because results had paralleled those of other modal surveys. Questions were added on household income, distance to destination, place of overnight stay during the trip and type of accommodation most frequently used.

Since the completion of the Summer 1978 Travel Survey, more such surveys have been carried out and more are planned (Table 1). Several with large samples (approximately 27,000 households) have been, or will be, sponsored entirely by Transport Canada. Others with smaller samples (9,000 households) will be sponsored by CGOT, and in other surveys the provinces have entered or will enter into joint funding with CGOT to bring the sample size up to the larger scale.

Table 1

SUMMARY OF TRAVEL SURVEYS, COMPLETED AND PLANNED

<u>Quarter and year Surveyed</u>	<u>Survey Date</u>	<u>Approximate Sample Size</u> (households)	<u>Sponsor</u>	<u>Complete /Planned</u>
Q II 1977	June 1977	38,000	TC	Complete
Q III 1978	October 1978	27,000	TC/CGOT	Complete
Q IV 1978	January 1979	9,000	CGOT	Complete
Q I 1979	April 1979	9,000	CGOT	Complete
Q II 1979	July 1979	9,000	CGOT	Complete
Q III 1979	October 1979	9,000	CGOT	Complete
		+ Provincial increase	+ some Provinces	
Q IV 1979	January 1980	27,000	TC	Complete
Q I 1980	April 1980	9,000	CGOT	Complete
Q II 1980	July 1980	27,000	TC	Planned
Q III 1980	October 1980	27,000	CGOT	Planned
			+ all Provinces	
Q IV 1980	January 1981	9,000	CGOT	Planned
Q I 1981	April 1981	27,000	TC	Planned

1.4 Sample Size and Response Rates

The Summer 1978 Travel Survey was conducted in October, 1978, with a total possible sample which was three-sixths of the total sample for the LFS, or 27,666 households. (This number does not include dwellings that were vacant or refused response during the previous month's LFS.) Of the 27,666 households, 536 were discovered to be vacant or to have been demolished, reducing the effective sample to 27,130 households. Of these, 1,650 did not respond. Refusals to the LFS itself and the Travel Survey could not be distinguished, and both are included in this figure. Thus, the questionnaire was administered to 25,480 households. Of these responses, 758 had to be screened out during processing, owing to inability to match the LFS and Travel Survey documents, errors in administration of the questionnaire, etc. This left a total of 24,722 usable responses (Table 2).

Table 2

HOUSEHOLD COUNTS AND RESPONSE RATES

Total labels prepared	27,666
Vacants and demolished	536
Actual households surveyed	<u>27,130</u>
Field non-response	1,650 (6.1%)
Processing non-response	758 (2.8%)
Total usable responses	<u>24,722</u> (91.1%) =====

1.5 Definitions Used in the Analysis

Because the Summer 1978 Travel Survey was carried out as a supplement to the Labour Force Survey, the sampling unit is the household. The survey asks about all trips taken by the selected household member, either alone or accompanied by others in the household. Thus, there are four basic units of analysis.

- Trips are specified as journeys to and from a destination 50 miles or more away from home, which originated in one of the ten provinces and which ended between July 1st and September 30th (inclusive) 1978. Excluded from the definition are journeys made for purposes of moving one's place of residence, journeys of more than 365 nights' duration, commuting, or trips made as a member of the operating crew of a truck, bus, plane, etc. In short, a trip may be understood as a given movement from A to B and back again by one or more persons in a household.
- Persons are members of Canadian households in the ten provinces during the month of October, 1978. The total of all persons in Canada is the Canadian population in the ten provinces.
- A person-trip is each trip taken by each person (as defined above). For example, if a family of four takes a trip together, four person-trips are made. Each person may, also, individually account for more than one person-trip during the reference period. In

brief, a person-trip is a given movement from A to B and back again by one person. The person-trip is the unit by which trip characteristics can be analyzed simultaneously with socio-economic characteristics of the traveller.

- Person-nights are the number of nights spent during each person-trip.

The example below illustrates these four definitions. A direct multiplication of the total number of trips by the total number of persons does not equal the total number of person-trips, even in this simple example where there is no weighting.

An Example Using the Travel Survey Definitions

	<u>Resulting no. of trips</u>	<u>No. of persons involved</u>	<u>Resulting no. of person-trips</u>	<u>Resulting no. of person-nights</u>
Household 1: 6 household members take a trip together for 2 nights	1	6	6	12
Household 2: 1 household member takes 6 different trips for 2 nights each	6	1	6	12
Total for above 2 households	7	7	12	24

1.6 Reliability

The results might have been different if everyone in Canada had been questioned instead of only the sample of 25,000 people. This difference is called the sampling error of estimate, and a measure of this error indicates how reliable are the estimates generated from the sample. The

user of the data must keep this question of reliability in mind, especially when working with small totals that may be based on very few responses.

Errors can also occur while the survey is conducted or the results captured by manual coding. These are called non-sampling errors and, although some of them may balance out over many observations, they could also contribute to biases in the estimates.

Various statistical measures exist to quantify the sampling error, but it is expressed here as a percentage of the estimate to which it refers (ie., coefficient of variation). In general, larger estimates tend to have smaller percent sampling errors. To illustrate this and to show the implications for reliability of the estimate, the following table presents possible estimates for person-trips originating in Canada, with percent sampling errors derived by Statistics Canada.

Table 3

ESTIMATES OF CANADA PERSON-TRIPS
WITH PERCENT SAMPLING ERROR AND RANGES OF RELIABILITY

<u>Estimate</u> (000's)	<u>Percent Sampling</u> <u>Error</u>	<u>Range of Reliability</u> (at 95%) (000's)	
10	52.7	0	20
100	20.6	60	140
400	11.7	308	492
800	7.7	679	921
2,000	5.3	1,792	2,208
5,000	3.6	4,647	5,353
10,000	2.7	9,471	10,529
40,000	1.8	38,589	41,411

Source: Sampling variability tables prepared by
Statistics Canada for the Travel Survey data.

In Table 3, for example, if the Travel Survey estimate of person-trips in Canada is 2 million then the sampling error is 5.3% and the chances are 95 out of 100 that the actual number of person-trips is between 1,792,000 and 2,208,000.

Such percent sampling errors have been derived for persons, trips, person-trips and person-nights, as well as for Canada and each province. Rather than include all these tables, however, this report uses the indicators of reliability in Table 4 below.

Table 4

RELIABILITY INDICATORS USED IN THIS REPORT

<u>Indicator</u>	<u>Percent Sampling Error Range</u>	<u>Comments</u>
	0.0% - 16.5%	Estimates are released without warning of sampling error.
*	16.6% - 25.0%	Users are warned of the sampling error.
**	25.1% - 33.3%	Users are warned of the very high sampling error.
--	33.4% and over	Estimates have an unacceptably high sampling error, and have been deleted.

CHAPTER 2

TRAVELLERS VERSUS NON-TRAVELLERS

2.1 Introduction

In the summer of 1978 more than 60% of Canadians reported at least one trip of 50 miles or more away from their homes. Almost 20% reported five or more trips.

As expected for a holiday season, this represents a significant increase over the number of person-trips reported in the spring 1977 travel survey, when less than 39% of the population reported at least one trip. The increase is accounted for by more people travelling rather than by more trips by the travellers. The two surveys showed similar proportions of travellers taking only one trip, two to four trips and five or more trips (Table 5).

Table 5

TRAVEL IN SPRING 1977 AND SUMMER 1978

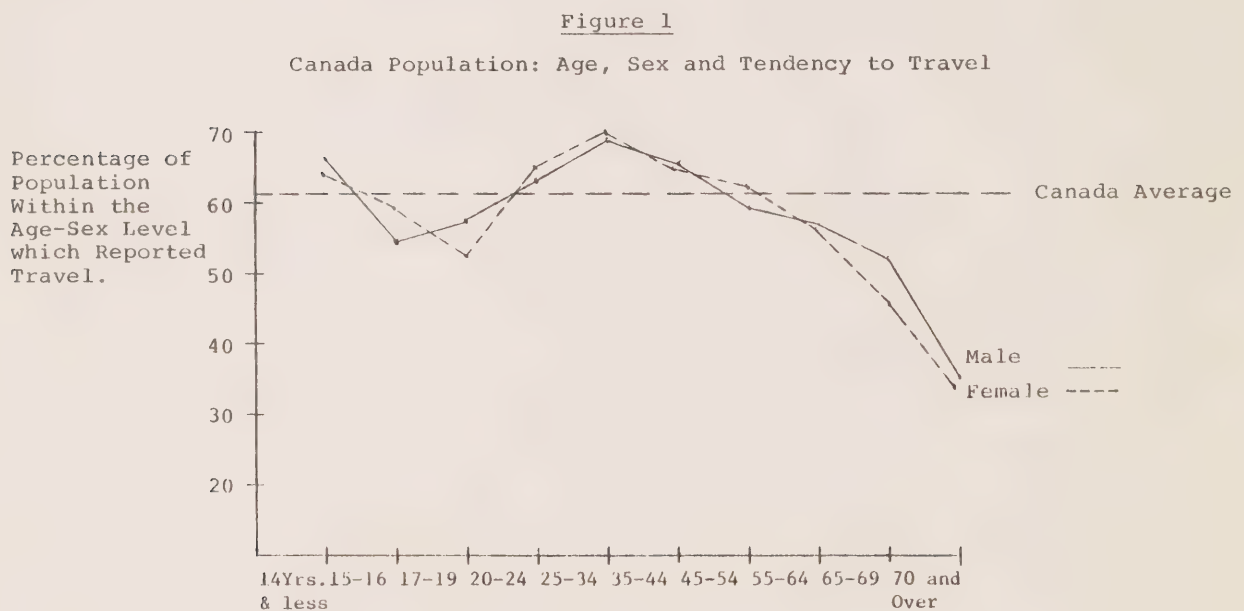
	<u>Spring, 1977</u>	<u>Summer, 1978</u>	<u>% Change</u>
Population	22,219,236	23,226,196	4.5
Travelling population (reporting 1 trip or more)	8,570,187	14,077,705	64.3
% Travellers in population	38.6%	60.6%	
Travelling population reporting - 1 trip	46.7%	43.7%	
- 2-4 trips	34.5%	36.7%	
- 5 + trips	<u>18.8%</u>	<u>19.6%</u>	
Total	100.0%	100.0%	

Sources: Table 1, Appendix; "Report on the June 1977 Travel Survey", unpublished document available on request from Transport Canada.

This chapter looks at the tendency of various groups in the Canadian population to travel; it compares those taking at least one trip with those not travelling. It also examines the frequency of travel (the number of trips taken by the travellers).

2.2 Age-Sex

The tendency to travel (60.6% on average in Summer 1978) is higher for the age group 14 and under (64.3%) than for age groups 15-16 and 17-19 (56.0% and 54.3%, respectively). As seen in Figure 1, the tendency to travel peaks for the 25-34 age group (68.4%), then decreases slowly and drops to its lowest point for the age group 70 and older (34.1%).



Source: Table 1, Appendix.

That the majority of adolescents travel less than their younger siblings is somewhat surprising; possibly those 15 and over are more tied down by summer jobs, or perhaps they prefer not to go on family trips but cannot often afford to travel on their own.

Those 14 and younger are 26.5% of the travellers taking 1-4 trips but only 20.3% of those taking five or more trips (Table 6). This is an exception to the observation that those with an above-average tendency to travel are also frequent travellers. Perhaps youngsters of these age groups are likely to travel at least once with their parents in the summer, but are not taken along on all trips. Ages 25-54, on the other hand, which have a higher tendency to travel, do form a larger percentage of the population making five trips or more.

Table 6

CANADA POPULATION: FREQUENCY OF TRAVEL BY AGE GROUP

<u>Age</u>	<u>Total Population</u>	<u>Zero Trips</u>	<u>1-4 Trips</u>	<u>5 or More Trips</u>
Total	100.0	100.0	100.0	100.0
14 Yrs. or less	23.8	21.6	26.5	20.3
15-16 Years	4.0	4.5	4.1	*2.3
17-19 Years	6.0	7.0	5.5	5.1
20-24 Years	9.7	9.1	9.8	11.2
25-34 Years	16.7	13.4	17.8	23.0
35-44 Years	11.6	10.5	12.0	14.1
45-54 Years	10.5	10.5	10.0	13.0
55-64 Years	8.7	9.7	8.2	7.0
65-69 Years	3.3	4.3	2.7	*2.0
70 Years & Over	5.6	9.4	3.5	*2.0

Source: Table 1, Appendix.

There is no significant difference between males and females in their tendency to travel (61% versus 60%), and differences are also slight in the frequency of travel (Table 7).

Table 7

CANADA POPULATION: FREQUENCY OF TRAVEL BY SEX

	<u>Total</u>	<u>0 Trips</u>	<u>1 Trip</u>	<u>2 Trips</u>	<u>3 Trips</u>	<u>4 Trips</u>	<u>5-9 Trips</u>	<u>10 Trips or More</u>
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Males	49.6	48.9	48.2	51.2	49.0	48.2	53.8	55.6
Females	50.4	51.1	51.8	48.8	51.0	51.8	46.2	44.4

Source: Table 1, Appendix.

2.3 Marital Status

Single people in summer 1978 exhibited a tendency to travel similar to that of couples. This is unlike the result of the 1977 spring travel survey, which showed a lower tendency to travel among singles (Table 8). The difference may be due to this group containing many young people who tend to concentrate their holiday trips in the summer.

A higher percentage of singles reported 1-3 trips than did couples, whereas 14% of members of couples reported more than five trips compared with just 10% of singles. This less frequent travel by singles is perhaps a result of less disposable income or longer individual trips.

Table 8

CANADA POPULATION: PERCENTAGE OF
MARITAL STATUS GROUP REPORTING TRAVEL

	<u>Total</u>	<u>Couples (Married or C. Law)</u>	<u>Single</u>	<u>Widowed</u>	<u>Divorced or Separated</u>
Spring 1977	38.6	45.1	32.7	29.1	36.6
Summer 1978	60.6	62.3	60.9	42.9	53.8

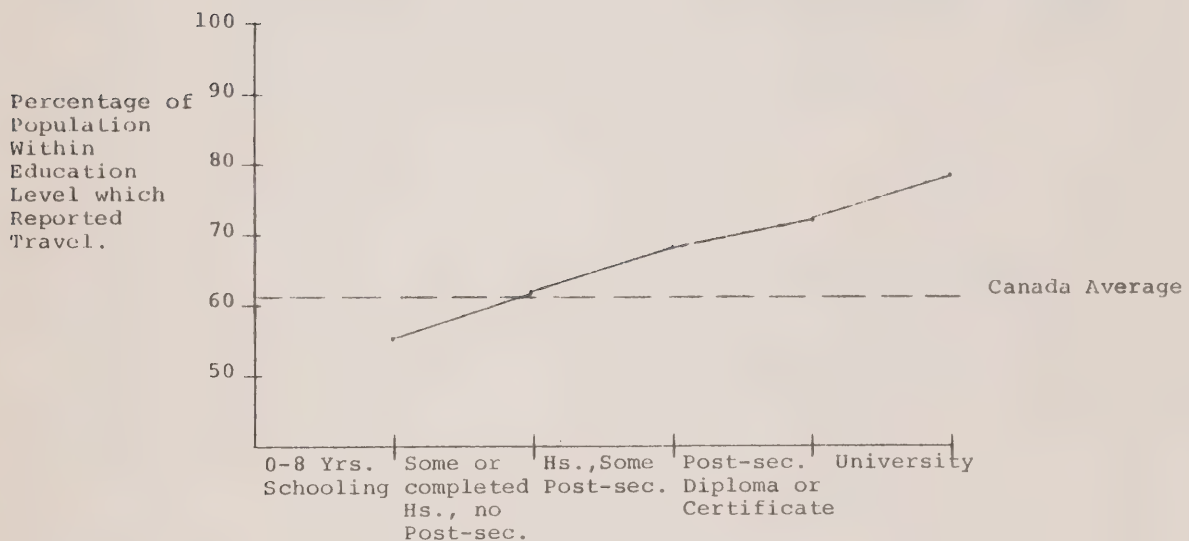
Source: Table 2, Appendix; unpublished report on
1977 Travel Survey.

2.4 Education

As education is highly correlated with income, and income with travel (section 2.5), it is predictable that the summer 1978 results show the proportion of travellers rising steadily from 54.8% of the group with 0-8 years schooling to 78.0% of those with university education (Figure 2). Lower tendencies to travel in the less-educated population are not due to the dominance of children in that segment. Rather, lower-educated adults have a relatively low tendency to travel.

Figure 2

Canada Population: Education and Tendency to Travel



Source: Table 3, Appendix.

Groups with higher levels of education also contain the more frequent travellers. For example, the university-educated are 5.7% of the population, but account for 12.1% of those reporting five trips or more (Table 9).

Table 9

CANADA POPULATION: FREQUENCY OF TRAVEL BY EDUCATION LEVEL

<u>Education Level</u>	<u>Percent of Population of Canada by Education Level</u>	<u>Percent by Education Level of Those Taking 1-4 Trips</u>	<u>Percent by Education Level of Those Taking 5 or More Trips</u>
0-8 Years Schooling	41.7	39.7	29.2
High School	39.0	39.4	38.7
Some Post-Sec.	6.0	6.2	8.5
Post-Sec. Certificate or Diploma	7.6	8.5	11.6
University	5.7	6.2	12.1
Total	100.0	100.0	100.0

Source: Table 3, Appendix.

2.5 Household Income

Household income was not asked in the 1977 survey, and in 1978 was asked only of those who reported travel. Thus, the incomes of travellers cannot be compared with those of non-travellers. Patterns evident elsewhere in the analysis indicate, however, that socioeconomic groups which travel infrequently also have lower percentages of travellers. The summer 1978 survey indicates a higher frequency of travel in the higher income levels, which therefore may suggest a higher tendency to travel.

There is a definite income effect in the travelling population. Upper income levels are over-represented in the "5 trips or more" category; for example, of travellers with household income \$35,000 and higher, 25.2% made five trips or more, versus only 12.5% of travellers with household income less than \$9,000.

Table 10

CANADA POPULATION: INCOME LEVEL BY FREQUENCY OF TRAVEL

<u>Household Income</u>	<u>1-4 Trips</u>	<u>5 Trips or More</u>	<u>Total</u>
Total	80.4	19.6	100.0
Less Than \$9,000	87.5	12.5	100.0
\$9,000-\$14,999	83.1	16.9	100.0
\$15,000-\$19,999	79.5	20.5	100.0
\$20,000-\$24,999	78.4	21.6	100.0
\$25,000-\$29,999	73.6	26.4	100.0
\$30,000-\$34,999	75.1	24.9	100.0
\$35,000 and Over	74.8	25.2	100.0

Source: Table 4, Appendix.

Percentages of travellers taking five trips or more taper off at about 25% after the \$25,000-\$29,999 level. This might be a physical limitation (i.e., how many trips of 50 miles or more away from home can be made in three months?), or the income effect might imply longer rather than more frequent trips.

2.6 Occupation

The higher tendencies to travel seen in higher-income and higher-education groups tie in with results categorized by occupation. The "professional" group, which includes the highest education levels (and probably the highest incomes) shows 76.2% travellers. By contrast, the industrial occupation group has the lowest tendency to travel (56.7%). "Trade" and "primary" groups are only slightly higher than this (61.9% and 59.1%, respectively). Predictably, the single highest tendency to travel occurs in "teaching" (83.5%), a very mobile group during the summer.

Table 11

CANADA POPULATION: PERCENT REPORTING TRAVEL BY OCCUPATION

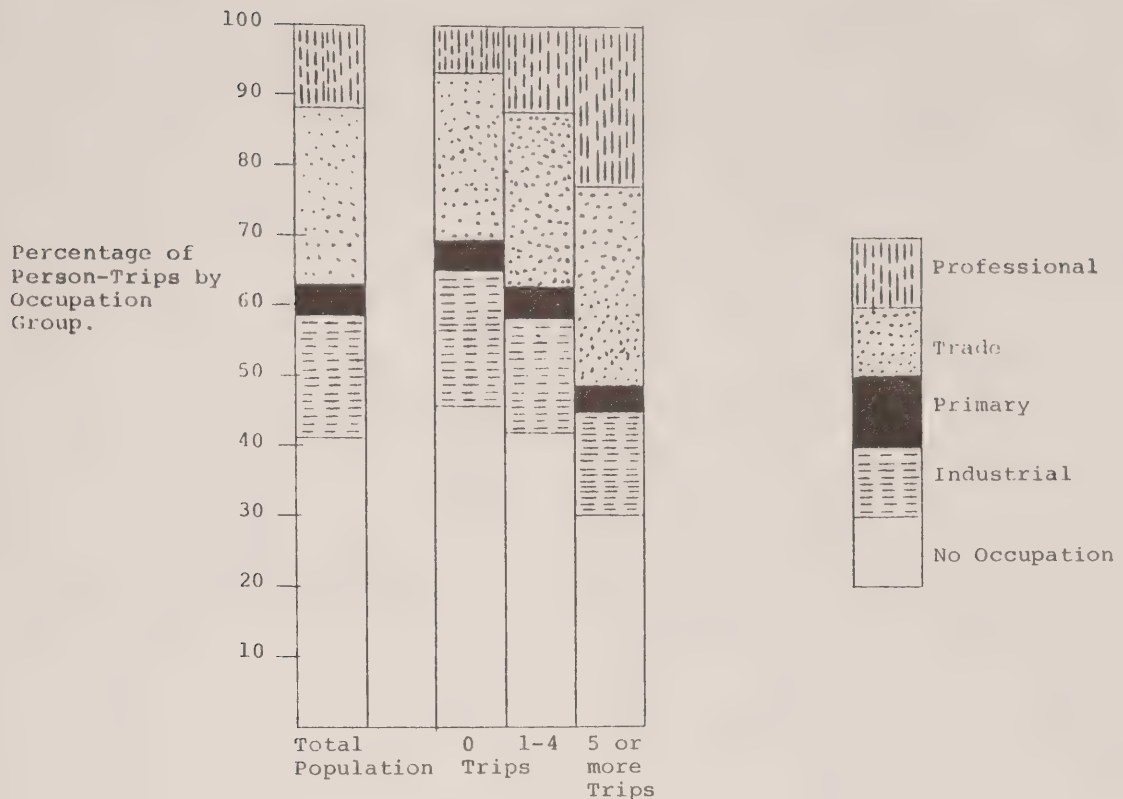
	<u>%</u>		
<u>Total:</u>	60.6		
<u>Professional: Average</u>	76.2	<u>Primary: Average</u>	59.1
Managerial	77.7	Farming	60.5
Natural Science	76.4	Fishing	--
Social Science	73.7	Forestry	54.5
Religion	*78.3	Mining	*67.1
Teaching	83.5		
Medicine	73.4	<u>Industrial: Average</u>	56.7
Artistic	59.7	Processing	56.6
		Machining	57.7
<u>Trade: Average</u>	61.9	Fabricating	60.2
Clerical	65.8	Construction	53.9
Sales	64.0	Transportation	56.2
Service	56.3	Materials Handling	47.7
		Other Crafts	66.0
<u>No Occupation: Average</u>	57.1		
Housewives, Retired,			
Children, Unable to Work			

Source: Table 5, Appendix.

Once again, those with a higher tendency to travel also are the more frequent travellers. While the "professional" group is 11.8% of the population, it makes up 22.4% of those taking five trips or more. Other groups show the opposite, e.g., the "no occupation" group, which includes retired people, housewives, children and those unable to work, represents 41.3% of the population, but only 30.3% of the frequent travellers.

Figure 3

Canada Population: Occupation and Frequency of Travel

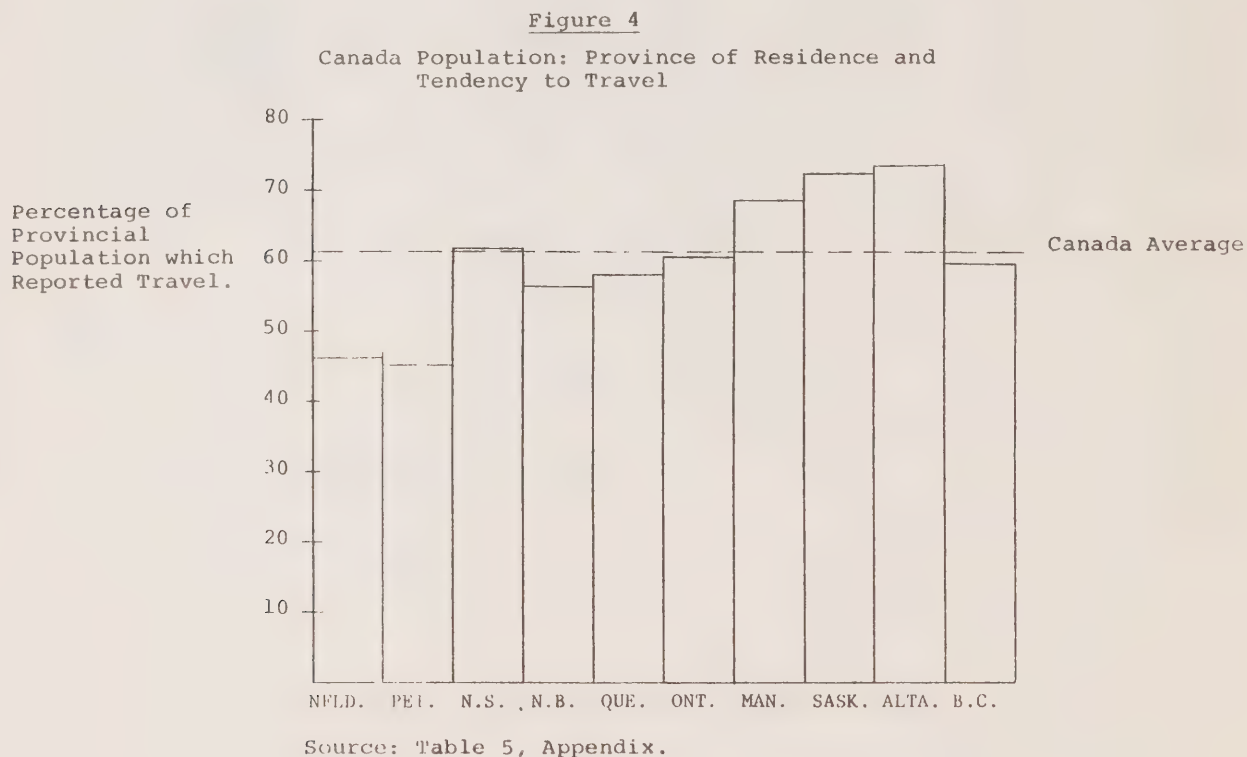


Source: Table 6, Appendix.

2.7 Province of Residence

The spring 1977 and summer 1978 travel surveys both bring out an interesting East-West difference in the tendency to travel. Ontario seems to be the dividing area, with a summer 1978 tendency to travel of 60.4%, very close to the national average (60.6%). East of Ontario there is a lower-than-average tendency to travel, with the exception of Nova Scotia (60.7%). Provinces west of Ontario have a higher-than-average tendency to travel, with the exception of British Columbia. Very similar results were obtained in spring 1977.

This difference does not seem due to any preponderance of potentially frequent travellers (e.g., the university-educated) in the West. In fact, a high-travel group such as the university-educated has a lower tendency to travel if it resides in the East. The difference could reflect a complex interaction of education, income and cultural factors. Alternatively, the longer distances between centres in the West might require that residents travel 50 miles or more (the "trip" definition) simply to carry out day-to-day activities.



Finally, the more frequent travellers are again those with the higher tendencies to travel. The West contains 27.3% of the population, but 30.1% of the frequent travellers (those making five or more trips). Conversely, provinces east of Ontario contain 36.5% of the population, but only 33.6% of the frequent travellers.

Table 12

CANADA POPULATION: FREQUENCY OF TRAVEL BY PROVINCE

	<u>Total</u>	<u>Zero Trips</u>	<u>1-4 Trips</u>	<u>5 or More Trips</u>
Canada	100.0	100.0	100.0	100.0
Newfoundland	2.4	3.4	1.9	*1.7
Prince Edward Island	0.5	0.7	0.4	--
Nova Scotia	3.6	3.5	3.5	3.9
New Brunswick	3.0	3.4	2.9	2.2
Quebec	27.0	29.4	25.4	25.6
Ontario	36.2	36.4	36.1	36.3
Manitoba	4.3	3.5	4.3	7.0
Saskatchewan	4.0	2.9	4.4	5.9
Alberta	8.2	5.7	9.7	10.2
British Columbia	10.8	11.0	11.5	7.0

Source: Table 5, Appendix.

CHAPTER 3

TRAVELLERS AND TRIPS, BY MODE AND PURPOSE

3.1 Introduction

In this chapter, modal choice is examined along with trip purpose, the latter being an important factor in analysis of travel patterns. After an overview of the mode and purpose relationship in section 3.2, section 3.3 deals with socio-economic characteristics of travellers, and section 3.4 with characteristics of the trip such as party size and weekend or non-weekend travel.

This chapter uses "person-trips" and "trips" rather than "persons", which was the concept used in Chapter 2. When modal choice or trip purpose are examined, the "persons" concept becomes inappropriate because the mode and purpose of travel is specific to one particular trip, whereas one person might have made more than one trip over the reference period, using differing modes and for different reasons. Thus, in most cases, the relevant concept here is "person-trip" (one trip taken by one person), allowing the combination of socio-economic information about the traveller with information on the mode and purpose.

It is also useful to consider the number of people going on a trip by a certain mode or for a certain purpose. For this the relevant concept is "trips", which refers only to the journey itself and may include one or more persons from the household.

3.2 Mode and Purpose

The overwhelming majority of person-trips in summer 1978 was made by automobile, more than 90% of the total by the four main modes. The next

Largest shares, in order, are those of air, bus and rail (Table 13).

Table 13

PERSON-TRIPS TAKEN BY THE FOUR MAIN MODES

<u>Auto</u>	<u>Air</u>	<u>Bus</u>	<u>Rail</u>	<u>Total</u>
90.1	5.0	3.7	1.2	100.0

Source: Table 7, Appendix.

As is predictable for a summer season, 80.6% of person-trips are made for either "visiting" (28.0%) or "pleasure" (52.6%). Low proportions of business travel (10.4%, down from 20.5% in spring 1977) reflect the general upswing in pleasure travel. In addition, summer travellers may include a "pleasure" aspect in "business" trips. Also, there are conceivably fewer potential business travellers with so many people on vacation.

Table 14

PURPOSE PROFILE OF PERSON-TRIPS

<u>Total</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>	<u>Not Stated</u>
100.0	10.4	28.0	52.6	8.4	0.7

Source: Table 7, Appendix.

Most travel is by automobile, whatever the trip purpose. Business does imply more use of air, however; the air share reaches 15.4% of business person-trips. Table 15 below shows that the automobile's share never falls below 87% of non-business travel.

Table 15

PURPOSE OF PERSON-TRIPS, BY MODE

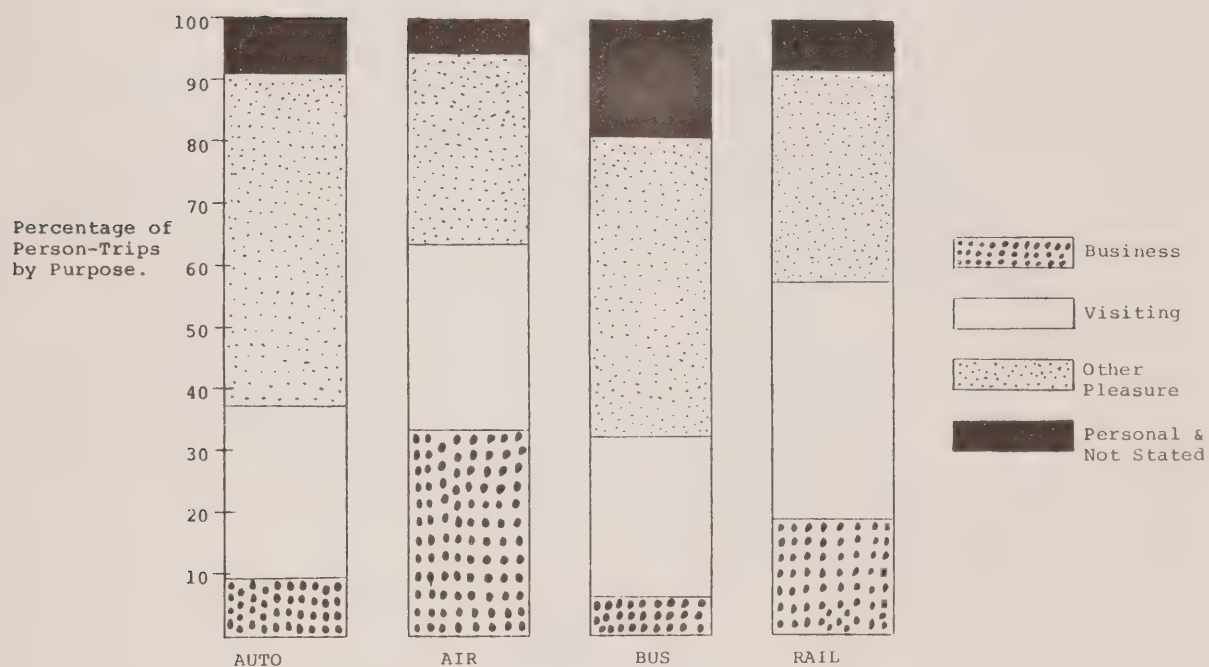
<u>Purpose</u>	<u>Auto</u>	<u>Air</u>	<u>Bus</u>	<u>Rail</u>	<u>Total</u> ¹
Total	88.8	4.9	3.7	1.1	100.0
Business	79.6	15.4	*2.2	*2.0	100.0
Visiting	88.9	5.3	3.4	1.6	100.0
Pleasure	91.2	2.9	3.4	0.8	100.0
Personal	87.1	*3.7	8.1	**0.9	100.0

1. Total includes "other" modes and mode "not stated".

Source: Table 8, Appendix.

Figure 5 below depicts the purposes of person-trips by each mode. In car, bus and rail, "visiting" and "pleasure" account for more than 70% of the total. Air reflects more "business" travel (32.4%), but still a large percentage of visiting and pleasure travel (67.4%).

Figure 5
Person-Trips: Mode and Purpose



Source: Table 8, Appendix.

3.3 Mode Choice and Purpose by Socio-Economic Characteristic

3.3.1 Age and Sex: Males make most of the person-trips by automobile (Table 16). For other modes there is no significant difference in the shares by sex. Although it is estimated that females take almost 59% of bus person-trips, for example, another sample may have shown that less than half were taken by females. (However, the bus is a more important mode for females than it is for males. Of the total person-trips by females, 4.5% were by bus, compared with 2.9% of the total by males.)

Table 16

PERSON-TRIPS: MODE BY SEX

	<u>Total</u>	<u>Auto</u>	<u>Air</u>	<u>Bus</u>	<u>Rail</u>
Total	100.0	100.0	100.0	100.0	100.0
Male	52.1	52.4	53.5	41.2	*48.9
Female	47.9	47.6	46.5	58.8	*51.1

Source: Table 7, Appendix.

As to purpose of travel, males predominate in "business", with 74% of person-trips (Table 17). Although the shares by sex of trips for other purposes are very similar, females tend to take a larger portion of those for the combined total of "visiting" and "personal" reasons.

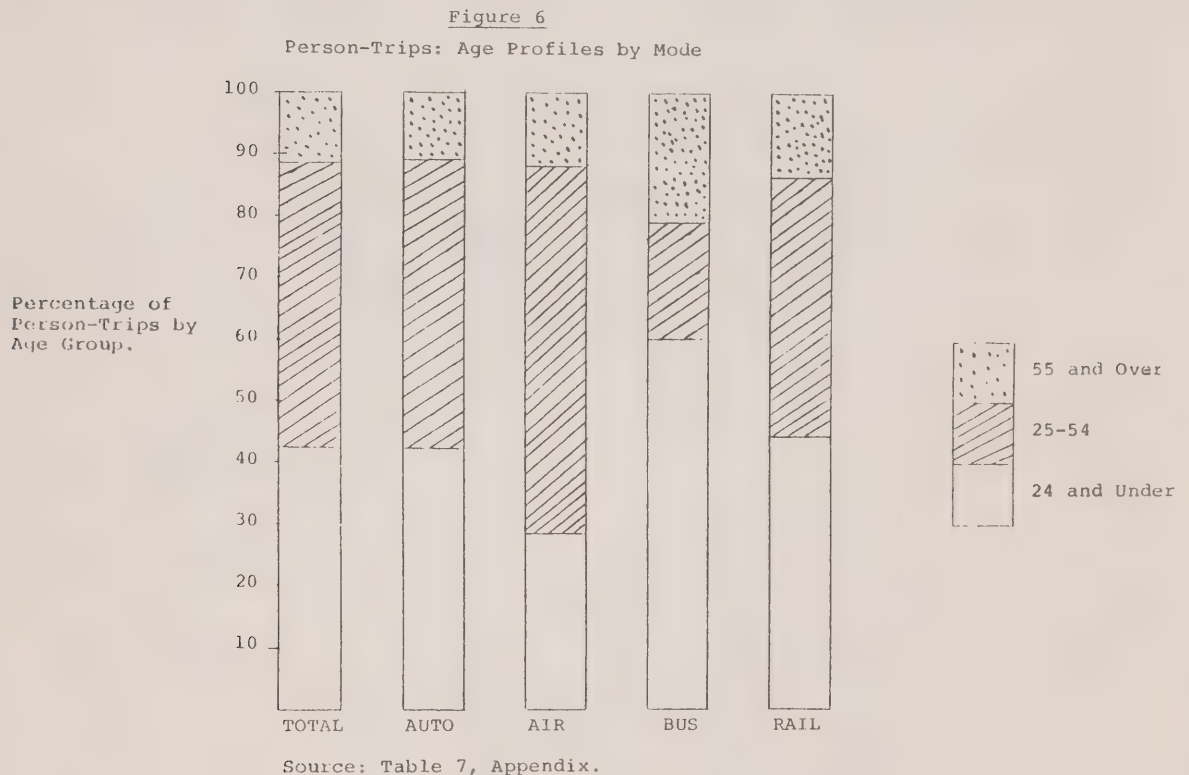
Table 17

PERSON-TRIPS: PURPOSE BY SEX

	<u>Total</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>
Total	100.0	100.0	100.0	100.0	100.0
Male	52.1	74.0	46.6	51.5	47.3
Female	47.9	26.0	53.4	48.5	52.7

Source: Table 7, Appendix.

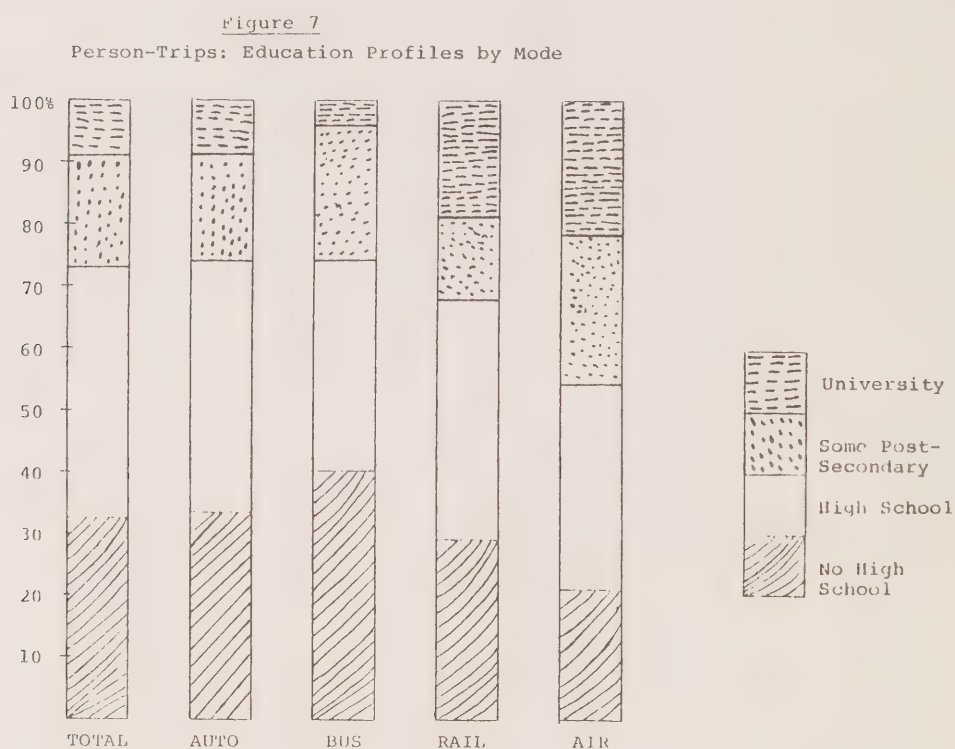
The modes also reflect different use patterns by age group (Figure 6). Air is dominated by middle age groups (25-54), which make 59.2% of all air person-trips, versus 46.3% of person-trips by all modes. Older age groups (55 and older) make 12.2% of total person-trips, but 21.8% of bus person-trips and 14.2% of rail person-trips. Those aged 24 and under make 59.2% of bus person-trips versus 41.5% of total person-trips.



3.3.2 Education: Education profiles are similar for car and bus travellers, with about 73% of person-trips in each mode being made by persons with high school or less education (Figure 7). Bus, however, is used less by the university-educated than is automobile, and is used more by those without high school education.

Air travellers have a different education profile, with fully 22.4% of air person-trips by the university-educated, and another 24.0% by those with at least some post-secondary education. This reflects not only higher use of air by older age groups and for business purposes, but also shows an income effect owing to the correlation between income and education.

Rail also shows, relative to car and bus, more travel by those with higher levels of education, 18.8% by the university-educated and 13.9% by those with at least some post-secondary education.



Source: Table 8, Appendix.

The high air use by the university-educated, 22.4% of total air person-trips, contrasts sharply with their percentage of the Canadian population (5.2%) and of total person-trips by all modes (10.9% made by those with university education.)

The better-educated also show larger proportions of business travel as a percentage of their total person-trips, whereas those with 0-8 years schooling show a much higher percentage of person-trips for visiting purposes (Table 18). Greater business travel among the university-educated, however, is not the only explanation for their greater air travel, because they use air relatively more than other education groups for every purpose of travel (see Table 8 Appendix).

Table 18

PERSON-TRIPS: EDUCATION BY PURPOSE

	<u>Total</u> ¹	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>
Total	100.0	10.4	28.0	52.6	8.4
0-8 Years Sch.	100.0	5.0	34.5	52.5	7.5
High School	100.0	9.2	25.6	55.0	9.2
Some Post-Sec.	100.0	16.7	23.6	48.8	10.6
Post-Sec. Cert. or Diploma	100.0	16.9	26.9	48.4	7.3
University	100.0	21.1	20.5	50.4	7.5

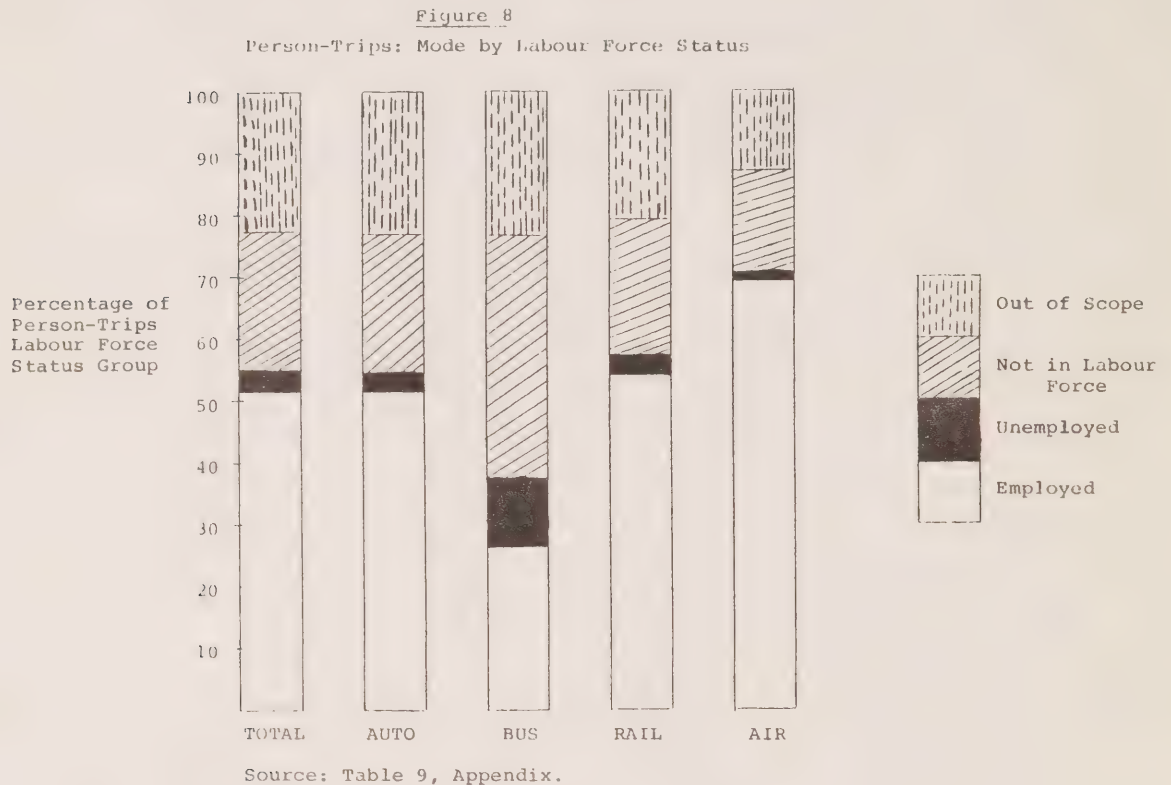
1. Total includes "not stated."

Source: Table 8, Appendix.

3.3.3 Labour Force Status: A large percentage of total person-trips (22.6%) are made by persons "out of scope" of the Labour Force Survey (children 14 and younger) and another 22.4% by persons "not in the Labour Force" (e.g., housewives, retired persons, students, those unable to work). Only about half of all person-trips (51.9%) are made by employed persons, with the unemployed making the remaining 3.1% (Figure 8).

Although these over-all percentages mainly reflect travel by automobile, the dominant mode, the pattern in rail is very similar. Consistent with the relatively large business travel by air, there is more travel in that mode by the employed (68.6% of air person-trips) than the other three categories (Figure 8). Finally, consistent with "age-sex" and "education" patterns, bus shows very high percentages of travel by the "not in Labour Force" and "out of

scope" categories (39.1% and 24.3% respectively). Bus is also favoured by the unemployed, with 10.9% of bus person-trips made by unemployed persons, versus 3.1% of the total of person-trips by all modes.



Predictably, the employed make by far the majority of person-trips for business. The unemployed make a small percentage of business person-trips (seeking work is also a business purpose). The relatively high proportion of person-trips for "personal" reasons made by the unemployed and those not in the labour force may be due partly to their availability to be sent on such journeys by employed family members.

Table 19

PERSON-TRIPS: PURPOSE BY LABOUR FORCE STATUS

	<u>Total</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>
Employed	51.9	78.8	43.6	51.6	47.5
Unemployed	3.1	4.0	3.1	2.3	7.1
Not in L.F.	22.4	11.4	25.4	21.7	30.6
Out of Scope	22.6	5.8	27.9	24.4	14.8
Total	100.0	100.0	100.0	100.01	100.0

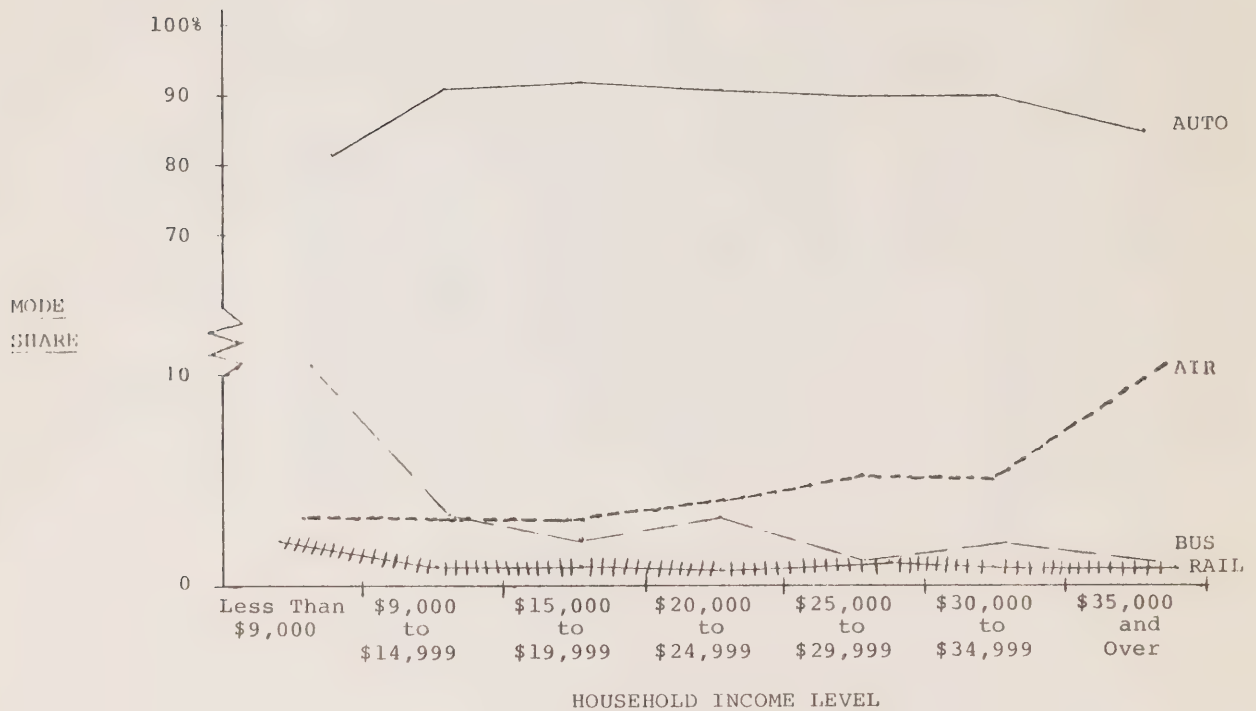
Source: Table 9, Appendix.

3.3.4 Household Income: As expected, higher household income levels bring relatively more travel by air, and also more travel for business purposes. These are qualified results, however, since for 14% of total person-trips there was no response on the income question. This non-response reaches a high of 18.3% for the air mode. More than half of the total non-response was outright refusal to state income. For users of the air mode refusal was more than two-thirds of the non-response.

Modal choice at various household income levels is shown in Figure 9. Automobile usage dominates and is fairly constant across income ranges except at the lowest level (\$9,000 and less), where it drops off in favour of bus, and the highest (\$35,000 and more), where it drops off in favour of air.

Figure 9

Modal Shares of Person-Trips by Income Groups



Source: Table 10, Appendix.

As expected, higher percentages of business travel relative to all purposes occur among incomes of \$25,000 and higher (Table 20). For example, the \$35,000-and-over group makes 13.1% of business person-trips but only 8.1% of person-trips for all purposes. Lower income ranges show higher percentages of visiting and personal travel, and relatively less pleasure travel compared to their share of total travel. Perhaps lower-income pleasure travellers favour staying with friends or relatives over more expensive commercial accommodation.

Table 20

PERSON-TRIPS: PURPOSE BY HOUSEHOLD INCOME LEVEL

Household Income (\$)	Total	Business	Visiting	Pleasure	Person
Total	100.0	100.0	100.0	100.0	100.0
9,000 & Less	10.6	10.0	13.5	8.6	14.8
9,000-14,999	16.6	12.4	20.1	15.4	17.8
15,000-19,999	18.4	17.5	18.8	18.6	16.3
20,000-24,999	15.8	11.1	15.5	16.8	16.0
25,000-29,999	10.6	12.6	8.9	11.6	8.1
30,000-34,999	5.9	9.2	4.3	6.3	*4.8
35,000 & Over	8.1	13.1	6.1	8.5	6.0
Not Stated	14.0	14.1	12.8	14.2	16.2

Source: Table 10, Appendix.

3.3.5 Occupation: Persons in "professional" occupations (Table 11A, Appendix B) make 19.0% of person-trips by all modes, but 39.1% of those by air, and 28.7% of those by rail (Table 21). Conversely, they make only 11.8% of the total by bus. Persons in "trade" occupations make nearly equal percentages of person-trips by all modes, whereas for persons in "primary" and "industrial" occupations the automobile's share is greatest.

Table 21

PERSON-TRIPS: MODE BY MAIN OCCUPATION GROUP¹

	Total	Car	Air	Bus	Rail
Total	100.0	100.0	100.0	100.0	100.0
Professional	19.0	18.2	39.1	*11.8	*28.7
Trade	27.0	27.0	27.0	30.5	*27.1
Primary	4.0	4.2	*1.6	**2.6	--
Industrial	15.6	15.9	10.5	*9.3	**9.4
No Occupation	34.4	34.7	21.8	45.9	*33.0

1. For definition of groups, see Table 11 above.

Source: Table 11, Appendix.

As said before, persons in "professional" occupations do much of the business travel (Table 22), likely travelling at any time of the year.

Seasonal factors may cause the above-average business travel in the primary occupations where work usually picks up during the summer quarter. In "visiting", "pleasure" and "personal" person-trips, the four main occupational groups account for similar proportions of travel. Finally, travel by the "no occupation" category resembles that of the "not in labour force" and "out of scope" groups reviewed in section 3.3.3, with low business and high visiting travel.

Table 22

PERSON-TRIPS: PURPOSE BY MAIN OCCUPATION GROUP¹

	<u>Total</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>
Total	100.0	100.0	100.0	100.0	100.0
Professional	19.0	37.6	16.0	17.5	15.7
Trade	27.0	29.5	25.2	27.2	30.1
Primary	4.0	10.2	3.0	2.9	6.7
Industrial	15.6	12.0	15.0	16.4	15.7
No Occupation	34.4	10.8	40.9	36.1	31.8

1. For definition of groups, see Table 11 above.
Source: Table 11B Appendix.

3.4 Mode Choice and Purpose by Trip Characteristics

3.4.1 Party Size: In this section the concept of "trips" is used, which means more than one person from the household may be included, provided they resided in the household during October 1978. All main modes except automobile show a high percentage of one-person trips (Table 23).

The car is thus the only main mode by which trips are frequently made in groups of two or more (53.2% of car trips). Rail is a distant second in this respect (27.6% of rail trips). The bus is the most "solitary" mode, with only 17.4% of bus trips taken in groups of two or more. In general, the greater the party size, the more the automobile is used.

Table 23

TRIPS: MODE BY PARTY SIZE

	<u>Total</u>	<u>Auto</u>	<u>Air</u>	<u>Bus</u>	<u>Rail</u>
Total	100.0	100.0	100.0	100.0	100.0
1 Person	51.7	46.8	76.1	82.6	*72.4
2 Persons	25.6	27.4	17.1	13.8	**17.3
3 or more Persons	22.7	25.8	*6.8	**3.6	**10.3

Source: Table 12, Appendix.

Business trips are mostly made by one person travelling alone (Table 24), whereas trips for "visiting" and "other pleasure" are usually made in groups of two or more.

Table 24

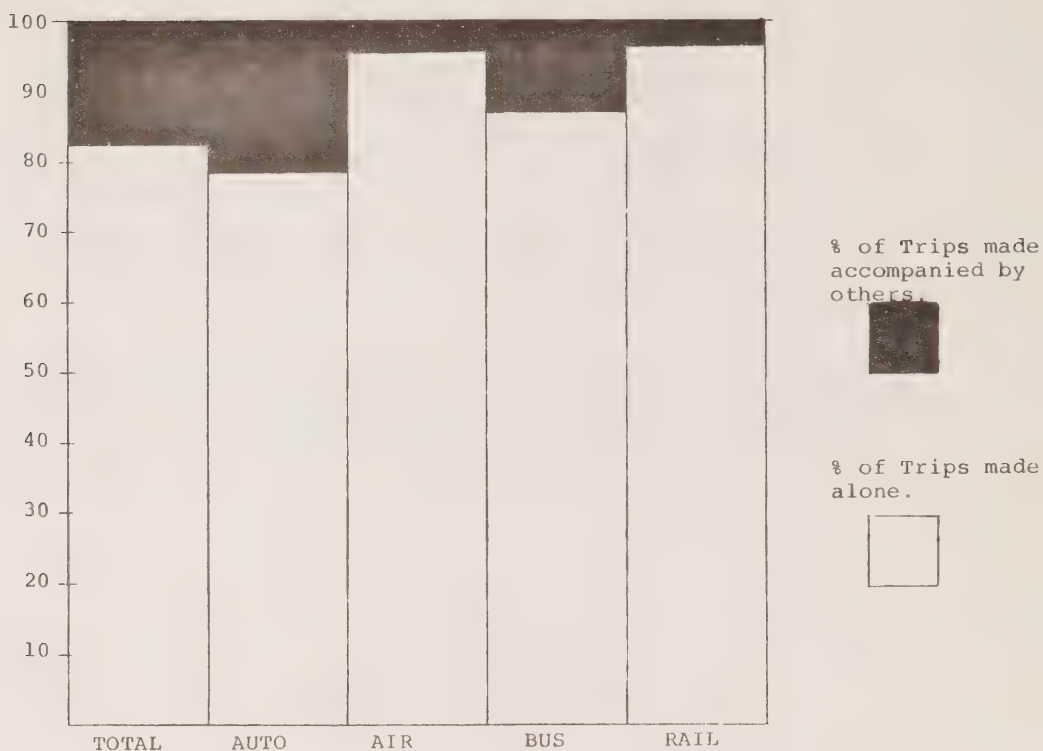
TRIPS: PURPOSE BY PARTY SIZE

	<u>Total</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>
Total	100.0	100.0	100.0	100.0	100.0
1 Person	51.7	81.4	44.3	45.0	55.7
2 Persons	25.6	14.2	27.9	27.8	27.3
3 or more Persons	22.7	*4.4	27.8	27.2	17.0

Source: Table 12, Appendix.

Finally, whatever the trip purpose, the automobile carries more people than the other modes. As seen in Figure 10 below, the automobile is used for the lowest percentage of one-person business trips.

Figure 10
Business Trips: Party Size by Mode

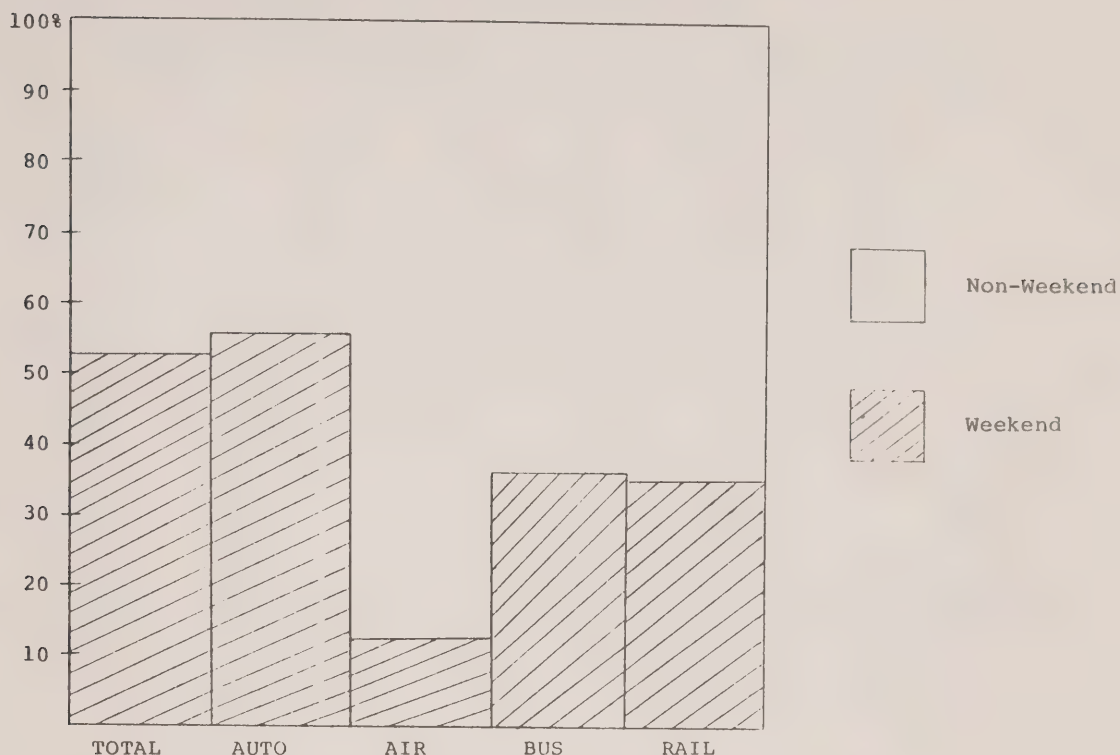


Source: Table 12, Appendix.

3.4.2 Weekend Versus Non-Weekend Travel: Slightly more than half the summer 1978 person-trips by all modes were made on weekends, i.e. were for two to three days duration and made over a weekend. While 54.7% of car person-trips occur on weekends, travel by any other mode usually is non-weekend. Only 11.7% of air travel is on weekends, primarily because of the high relative importance of business trips.

Figure 11

Person-Trips: Weekend versus Non-Weekend Travel, by Mode



Source: Table 13, Appendix.

Only 14.4% of business travel by all modes occurs on the weekend. Some 83.6% of person-trips by automobile for business are made during the week.

3.4.3 Length of Stay: The review of weekend travel leads naturally into the topic of length of stay. The summer 1978 results showed only 25.6% day travel; 36.7% of person-trips were for one to two nights (cumulatively, 62.4% were for two nights or less). The remaining 37.6% were for three nights or more. These lengths of stay are consistent with the amount of summer pleasure travel and also with the fact that more than half the person-trips occur on weekends.

The length of stay relates to the purpose of travel, with fully 47.4% of "business" person-trips and 50.2% of "personal" person-trips involving no overnight stay. "Visiting" and "pleasure" person-trips, on the other hand, were much less often day trips (21.0% and 19.7%, respectively).

Table 25

PERSON-TRIPS: PURPOSE BY NUMBER OF NIGHTS

	<u>Total</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>
Total	100.0	100.0	100.0	100.0	100.0
0 Night	25.6	47.4	21.0	19.7	50.2
1 Night	11.1	15.5	13.8	8.4	13.8
2 Nights	25.7	12.8	28.9	28.6	13.8
3-16 Nights	32.9	21.8	30.8	38.3	19.9
17-30 Nights	3.3	*1.6	3.5	3.8	*1.4
31 Nights & Over	1.4	**0.9	2.0	1.2	*0.9

Source: Table 14, Appendix.

Shorter lengths of stay predominate in automobile and bus person-trips (65.4% and 53.1% respectively, for two nights or less), but not in air person-trips (24.1%) where longer stays would be expected. Only 3.4% of automobile person-trips and 5.9% of bus person-trips involve stays of 17 nights and longer. Given the very large totals involved, however, this still allows for a great number of lengthy automobile trips in summer 1978. Air person-trips are concentrated in the 3-16 night category (51.0%), with an additional 24.9% involving stays of 17 nights and longer. Rail is in the middle, with 42.7% of rail person-trips being for two nights or less, 46.2% for 3-16 nights, and 11.1% for 17 nights and longer.

Table 26

PERSON-TRIPS: MAIN MODE BY NUMBER OF NIGHTS

	<u>Total</u>	<u>Auto</u>	<u>Bus</u>	<u>Rail</u>	<u>Air</u>
Total	100.0	100.0	100.0	100.0	100.0
0 Night	25.6	27.1	22.5	**9.9	*6.0
1 Night	11.1	11.1	14.9	--	9.4
2 Nights	25.7	27.2	15.7	*27.0	8.7
3-16 Nights	32.9	31.2	41.0	*46.2	51.0
17 Nights and Over	4.7	3.4	*5.9	**11.1	24.9

Source: Table 14, Appendix.

3.4.4 Vacation and Non-Vacation Travel: All respondents were asked whether their trips were for "vacation" purposes or not because even a business trip could include a "vacation" aspect. (No exact definition of a "vacation" trip was given to the respondent. To some, a "vacation" is taken once or perhaps twice a year, and differs from other pleasure travel in that it is longer, more planned, and is a paid absence from work. To others, a "vacation" is a holiday of any length, even very short. For example, 27.6% of reported "vacation" person-trips occurred on weekends.)

Reported "vacation" travel was fairly high (33.5% of person-trips have a "vacation" aspect in Table 27), but is not really as large as might be expected, given the prevalence of summer vacations. Predictably, the vacation percentage was highest in "pleasure" travel (43.0% of person-trips for this purpose), and lowest in "business" (5.1%).

Table 27

"VACATION" PERSON-TRIPS AS PERCENTAGE
OF TOTAL, BY MODE AND PURPOSE

	<u>Total</u>	<u>Auto</u>	<u>Air</u>	<u>Bus</u>	<u>Rail</u>
<u>All Purposes</u>					
Total	100.0	100.0	100.0	100.0	100.0
Vacation	33.5	32.2	52.2	33.5	46.1
<u>Business</u>					
Total	100.0	100.0	100.0	100.0	100.0
Vacation	5.1	5.3	--	--	-
<u>Visiting</u>					
Total	100.0	100.0	100.0	100.0	100.0
Vacation	32.9	29.1	77.9	*40.6	*66.3
<u>Pleasure</u>					
Total	100.0	100.0	100.0	100.0	100.0
Vacation	43.0	41.6	82.8	*40.5	**56.5
<u>Personal</u>					
Total	100.0	100.0	100.0	100.0	100.0
Vacation	11.7	10.9	**28.8	**13.6	--

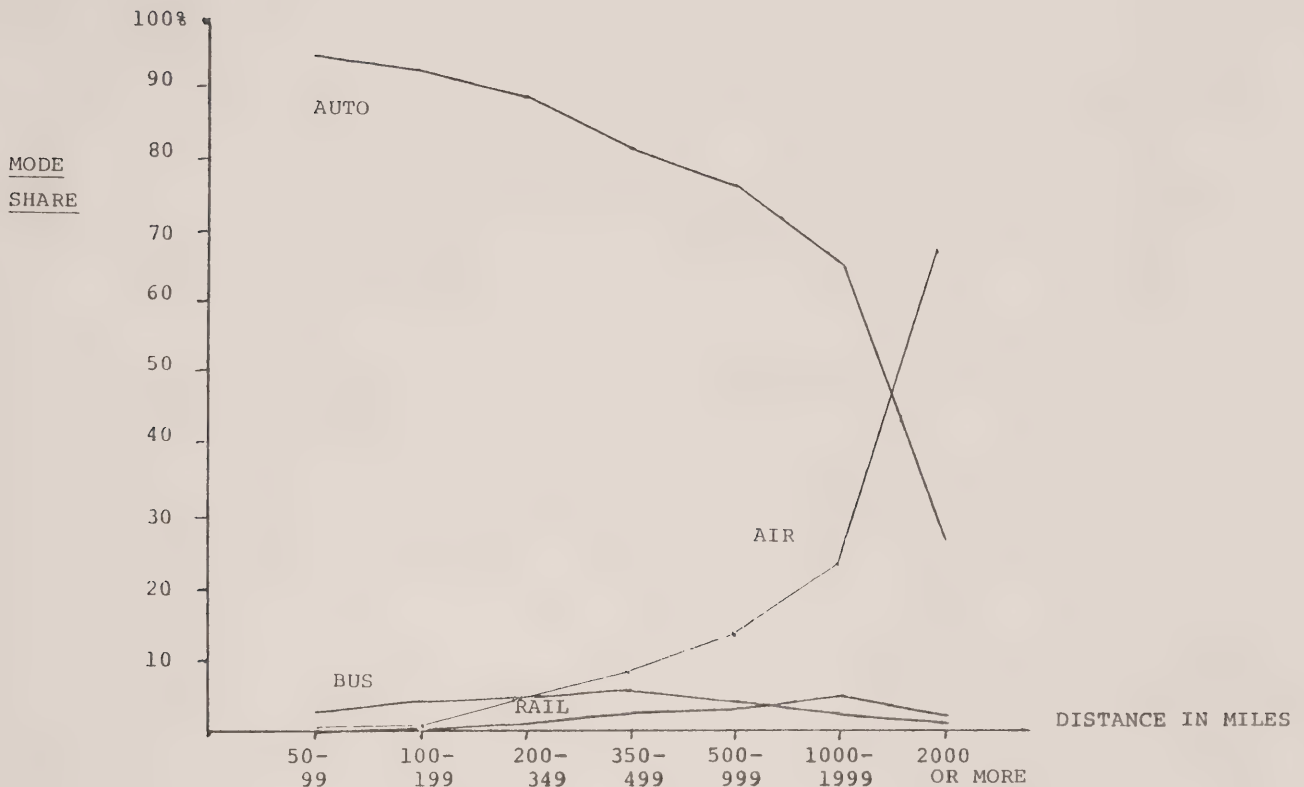
Source: Table 15, Appendix.

The air and rail modes, associated with mainly longer lengths of stay, had a large "vacation" aspect (52.2% and 46.1% of person-trips, respectively). Similarly, the modes associated with the shorter lengths of stay had the least "vacation" aspect (automobile, 32.2%; bus, 33.5%). Predictably, high percentages of vacation travel occur in "visiting" and "pleasure" person-trips by air (77.9% and 82.8%, respectively). These categories also show the longest lengths of stay.

3.4.5 Distance to Destination: This question was not asked on the Spring 1977 Travel Survey because it was felt that people had some inability to judge distances travelled. In the Summer 1978 Travel Survey this problem was solved by cue cards that show air and automobile distances between Canadian Census Metropolitan Areas.

As trip distance increases from 50-99 miles to 2,000 miles or more, air's share of all person-trips increases from 0.2% to 68.2% (Figure 12). The bus share peaks at 350-499 miles, with 5.6% of all person-trips of that distance. The rail share peaks at 1,000-1999 miles, with 4.8% of all person-trips of that distance.

Figure 12
Person-Trips: Mode and Distance

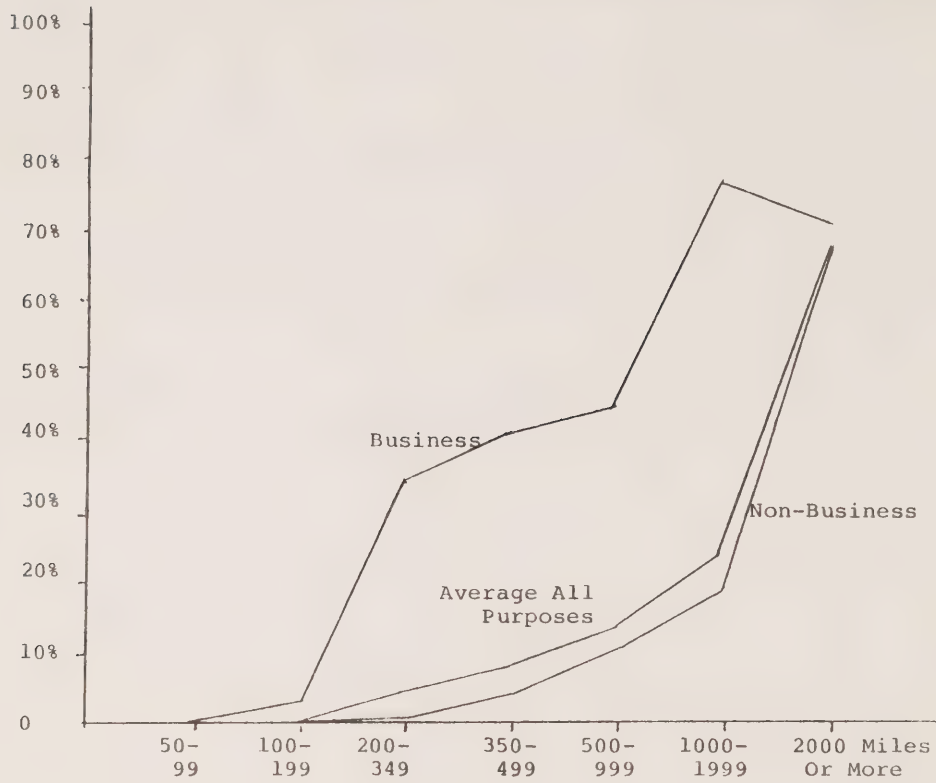


Source: Table 16, Appendix.

The shift from automobile to air occurs at shorter distances where the purpose of travel is business (Figure 13). At distances of 200-349 miles, for example, air is used in roughly a third of business person-trips but in less than 5% of non-business person-trips.

Figure 13

PERSON-TRIPS: AIR AS PERCENTAGE OF ALL MODES USED
OVER DIFFERENT DISTANCES, BY PURPOSE



Source: Table 16, Appendix.

CHAPTER 4

TRAVEL BY ORIGIN AND DESTINATION

4.1 Introduction

The Summer 1978 Travel Survey produced information on the origin and destination of travel by mode, purpose, and socio-economic characteristics of the traveller and characteristics of the trip. This chapter presents an overview of domestic versus foreign travel by mode, purpose and region, plus some comparisons of the summer 1978 and the spring 1977 travel surveys. It then deals with some basic results by region and province. The reader is encouraged to contact the Data Section in DERA if a particular area of interest is not covered in this chapter.

The Survey generated not only provincial data but also information on origin-destination travel by Economic Regions, Tourist Regions (destinations only), Census Divisions and Subdivisions (destinations only), and Census Metropolitan Areas (CMAs). The greater the degree of disaggregation, however, the less reliable are the estimates because they are based on fewer responses. A potential solution to the problem of reliability at disaggregated levels is the summing over quarters of data received from the various travel surveys. As shown in Table 1, there are eight completed surveys and four more planned. In the meantime, origin-destination information is presented in this report only at the provincial level.

4.2 Domestic Versus Foreign Travel

Of the estimated 42,720,596 person-trips by all modes in summer 1978, 88.4% were to Canadian destinations, 7.8% to points in the United States and 3.7% to "other" and "not stated" destinations.

Mode: The automobile share is not significantly higher in travel to domestic destinations than to the United States, despite the many trips

within provinces and the dominance of the automobile over short distances. The air share, on the other hand, is significantly lower for travel within Canada (Table 28) compared with that to the United States.

Table 28

DESTINATIONS OF PERSON-TRIPS: PERCENT BY MODE

<u>Mode</u>	<u>Destination</u>		
	<u>Total</u>	<u>Canada</u>	<u>U.S.</u>
Total	100.0	100.0	100.0
Car	88.8	90.5	82.1
Air	4.9	3.2	11.7
Other	5.8	5.8	*5.8
Not Stated	0.5	*0.4	--

Source: Table 17, Appendix.

Purpose: Predictably, there is a higher business component in person-trips within Canada (10.9% in Table 29) than in those to the United States (5.9%). Travel to the United States is predominantly for pleasure (74%), with visiting friends and relatives considerably less important than for travel within Canada.

Table 29

DESTINATIONS OF PERSON-TRIPS: PERCENT BY PURPOSE

<u>Purpose</u>	<u>Destination</u>		
	<u>Total</u>	<u>Canada</u>	<u>U.S.</u>
Total	100.0	100.0	100.0
Business	10.4	10.9	*5.9
Visiting	28.0	29.2	14.4
Pleasure	52.6	50.3	74.0
Personal	8.4	8.8	*4.9
Not Stated	0.7	0.6	--

Source: Table 18, Appendix.

Region: Québec and British Columbia contribute relatively more heavily to travel to the United States (35.2% and 16.1%, respectively, Table 30) than to travel within Canada (24.1% and 7.7%, respectively). In other words, more than half the travel to the United States in summer 1978 originated in Québec or British Columbia, compared with less than a third of domestic travel.

Table 30

DESTINATIONS OF PERSON-TRIPS:
PERCENT BY REGION OF ORIGIN

<u>Origin</u>	<u>Destination</u>		
	<u>Total</u>	<u>Canada</u>	<u>U.S.</u>
Canada Total	100.0	100.0	100.0
Atlantic Region	8.1	8.5	3.9
Québec	25.0	24.1	35.2
Ontario	36.7	37.2	29.8
Prairies	21.5	22.3	14.9
British Columbia	8.5	7.7	16.1
Not Stated	**0.2	**0.2	--

Source: Table 17, Appendix.

Because these are surveys of Canadian residents, no information is received on travel to Canada from other countries. Local travel can, however, be compared with travel by persons from other provinces. Table 31 below presents results (from both the 1977 spring survey and 1978 summer survey) on travel to provinces originating from the province itself. This ranges from around 90% in Newfoundland, Québec and Ontario to about 70% in New Brunswick and British Columbia (in summer 1978) to less than 50% in Prince Edward Island. A significant shift between spring 1977 and summer 1978 occurred in P.E.I., which generated 42.5% of its own person-trips in spring 1977 but only 14% in summer 1978.

Table 31

PERCENTAGE OF TOTAL PERSON-TRIPS RECEIVED
WHICH ORIGINATE WITHIN THE PROVINCE

	<u>Nfld</u>	<u>PEI</u>	<u>N.S.</u>	<u>N.B.</u>	<u>Qué.</u>	<u>Ont.</u>	<u>Man.</u>	<u>Sask.</u>	<u>Alta.</u>	<u>B.C.</u>
1977	93.5	42.5	84.0	78.2	89.3	92.3	88.1	85.2	87.3	84.8
1978	91.3	14.0	80.2	71.5	88.8	90.1	82.8	82.5	82.3	73.6

Source: Table 17, Appendix: and unpublished report on spring 1977 survey.

The destinations of travel by province of origin, for spring 1977 and summer 1978, are presented in Figure 14, which shows slightly greater 1978 travel to Canadian destinations in other provinces. This increase in long-distance domestic travel could be a seasonal effect or could result from a decline in the dollar and greater domestic tourist promotion efforts.

4.3 Atlantic Region

Share of National Travel: With 9.5% of Canada's population, the Atlantic region generated only 8.1% of the national total of person-trips. (Table 32). This follows from Chapter 2, where this region's population was shown to have a lower-than-average tendency to travel. It received, however, 9.3% of the national total of person-trips made to destinations in Canada. Both Prince Edward Island and Nova Scotia received greater shares than their shares of population.

Table 32

ATLANTIC REGION ORIGIN AND DESTINATION PERSON-TRIPS
AS PERCENTAGE OF CANADA

	<u>Travel By Origin</u>	<u>Travel By Destination</u>	<u>Population</u>
Newfoundland	1.7	1.9	2.4
Prince Edward Island	0.3	0.9	0.5
Nova Scotia	3.5	3.9	3.6
New Brunswick	2.6	2.6	3.0
Atlantic Region	8.1	9.3	9.5
Canada	100.0	100.0	100.0

Source: Table 17, Appendix.

Figure 14

Person-Trips: Destinations by Province of Origin, Spring 1977 and Summer 1978

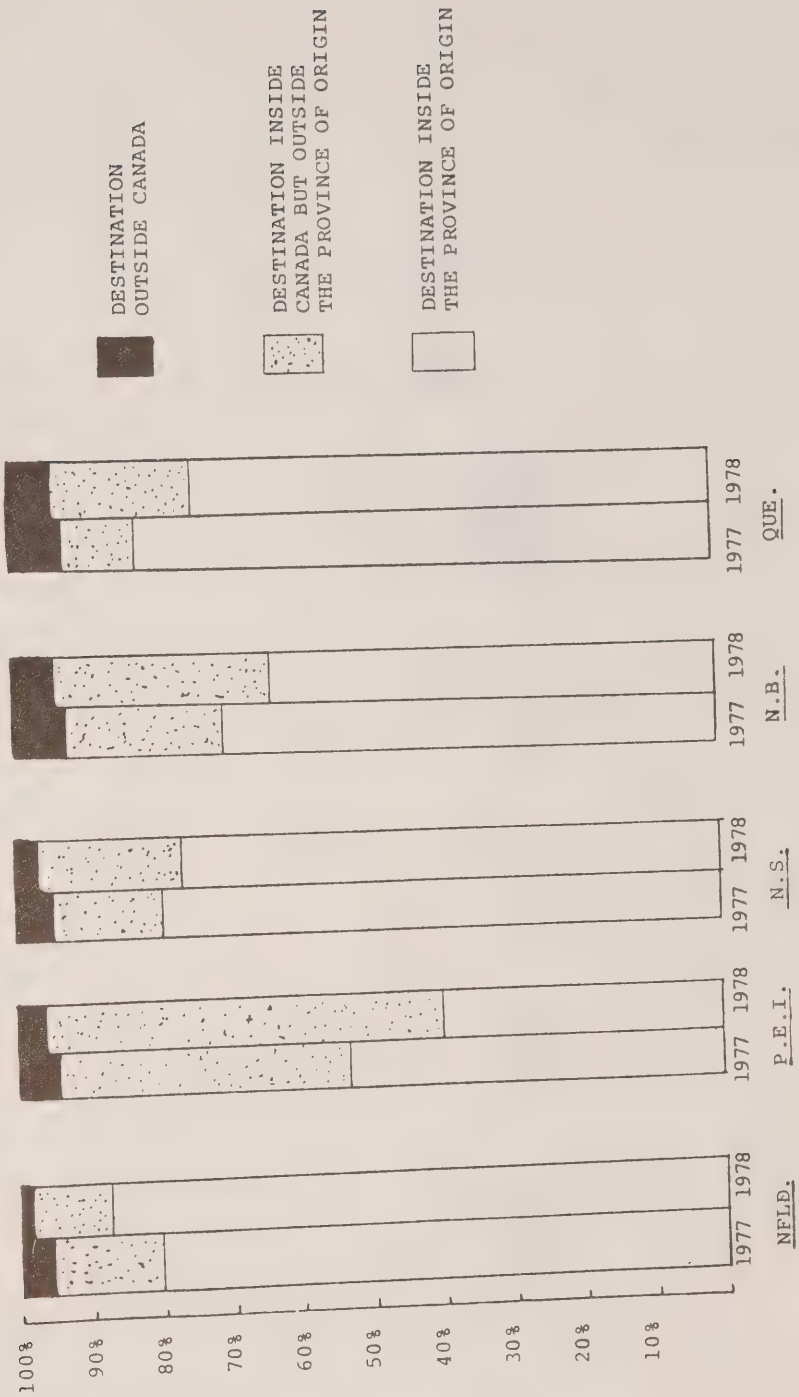
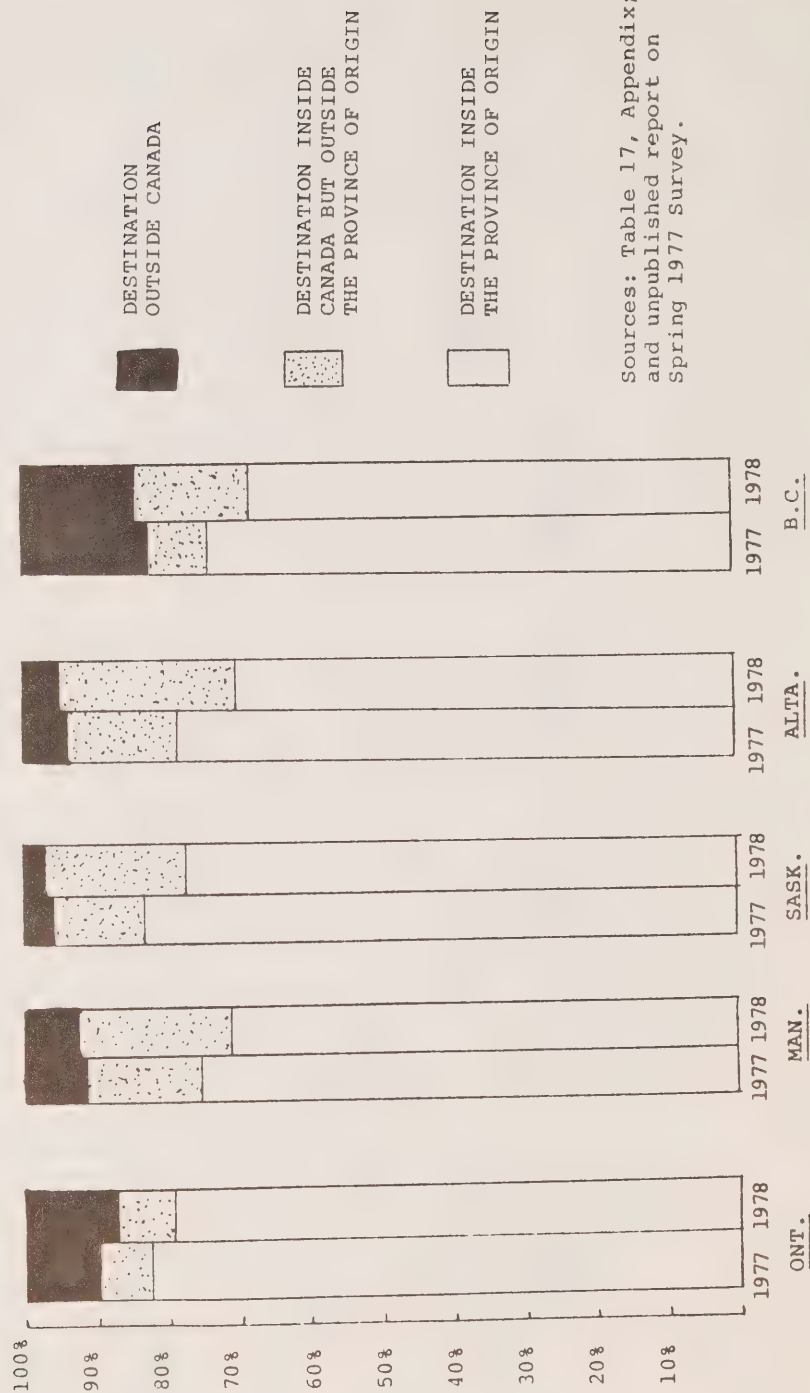


Figure 14 (continued)

Person-Trips: Destinations by Province of Origin, Spring 1977 and Summer 1978



Origins of Travellers: The Atlantic region generated about 3.4 million person-trips in summer 1978 and received a roughly equal number. In total, 86.5% of person-trips to the region were generated inside it. As mentioned earlier, Prince Edward Island stands out in terms of attracting travel from outside the province -- it originated only 14% of the person-trips it received, but 51.8% came from other Atlantic provinces. These showed the usual phenomenon of receiving most of their person-trips from their own residents: 91.3% in Newfoundland, 80.2% in Nova Scotia and 71.5% in New Brunswick. All three, however, gained a fairly large proportion of their person-trips from within the Atlantic region.

Outside the region itself, the main contributors of person-trips were Ontario and Québec, which together were responsible for 11.9% of travel to the Atlantic provinces.

Table 33

ORIGIN OF PERSON-TRIPS TO ATLANTIC

<u>Destination</u>	<u>Own Province</u>	<u>Other Atl. Provs.</u>	<u>Rest of Canada</u>	<u>Total</u>
		%		
Nfld.	91.3	*3.7	--	100.0
P.E.I.	*14.0	51.8	*34.3	100.0
N.S.	80.2	9.3	*10.6	100.0
N.B.	71.5	12.3	*16.2	100.0
The Region	73.3	13.2	13.4	100.0

Source: Table 17, Appendix

Destinations of Travellers: In total, 93.2% of travel generated within the region had its stated destination in Canada, with 87.1% to destinations within the region. New Brunswick residents showed a relatively high percentage (16.4%) of destinations within the remainder of Canada and the United States, probably because of its location.

Residents of Prince Edward Island, with less than half their person-trips made to destinations inside the province itself, appear to have the highest tendency to travel outside the home province.

Table 34

DESTINATION OF PERSON-TRIPS FROM ATLANTIC

<u>Origin</u>	<u>Destination</u>					<u>Total</u>
	<u>Own Prov.</u>	<u>Other Atl. Prov.</u>	<u>Rest of Canada</u> %	<u>U.S.</u>	<u>Other Foreign and not Stated</u>	
Nfld	88.5	**3.1	*4.5	--	**2.9	100.0
P.E.I.	40.8	47.9	* *5.1	**3.7	**2.5	100.0
N.S.	76.8	13.8	4.2	*3.0	*2.2	100.0
N.B.	63.6	15.8	9.9	6.5	*4.2	100.0
Total Region	73.8	13.3	6.1	3.7	3.0	100.0

Source: Table 17, Appendix.

Modal Shares: There are no significant differences between the modal shares of all travel to destinations in the Atlantic region versus the shares of travel to all Canadian destinations (Table 35). Air shares in travel to the Atlantic region (as in British Columbia) however, slightly exceed those in travel to Ontario and Québec.

Table 35

ATLANTIC AND CANADA PERSON-TRIPS BY DIRECTION AND MODE

	<u>Auto</u>	<u>Air</u>	<u>Bus</u>	<u>Rail</u>	<u>Total</u> ¹
	%				
<u>Inbound Travellers</u>					
All Origins to Atlantic	89.5	*5.0	*2.4	**1.5	100.0
All Origins to Canada	90.5	3.2	3.7	1.2	100.0
Non-Atlantic to Atlantic	*62.8	*24.0	--	--	100.0
<u>Local Travellers</u>					
Atlantic To Atlantic	93.6	2.1	2.2	*0.7	100.0
<u>Outbound Travellers</u>					
Atlantic to Non-Atlantic	69.5	22.1	**1.6	**3.1	100.0
Atlantic to All Destinations	90.5	4.6	2.1	*1.0	100.0
Canada to All Destinations	88.8	4.9	3.7	1.1	100.0

1. Total includes "other" and "non-stated" modes.

Source: Table 17, Appendix.

Local travel exhibits an average percentage by automobile and, as does British Columbia, a relatively high share by air.

Apart from a slightly low bus share, there are no significant differences between the modal shares of travel generated within the Atlantic region and that of travel from Canada to all destinations.

4.4 Québec

Share of National Travel: Québec contains 27.0% of the national population, generated 25.0% of the national total of person-trips and received 23.6% of all person-trips made to Canadian destinations. Despite Québec's slightly below-average tendency to travel, the above shares are not significantly different from one another.

Table 36

QUÉBEC ORIGIN AND DESTINATION PERSON-TRIPS, BY MODE

	<u>Auto</u>	<u>Air</u>	<u>Bus</u>	<u>Rail</u>	<u>Total</u>
	(% of Canada)				
<u>Travel by Origin</u>					
Québec	25.1	21.6	29.8	*21.1	25.0
Canada	100.0	100.0	100.0	100.0	100.0
<u>Travel by Destination</u>					
Québec	23.8	*12.5	27.7	*30.5	23.6
Canada	100.0	100.0	100.0	100.0	100.0

Source: Table 17, Appendix.

Origin and Destination of Travellers: Québec generated a total of 10.7 million person-trips in summer 1978, and received 8.9 million person-trips. As a region it was probably the country's largest net "exporter" of travel, sending out 1.8 million more person-trips than it received. Apart from Québec residents, who make 88.8% of all person-trips to Québec destinations, Ontario residents make up the largest share of travellers to Québec: 9.7% of the total. The Atlantic

region contributes only 1.1% of the total, and the West 0.4%. Aside from Québec itself, Ontario and the United States receive the largest shares of Québec-origin travel, 9.1% and 10.9%, respectively.

Table 37

ORIGIN AND DESTINATION OF QUÉBEC PERSON-TRIPS

<u>Origin/Destination</u>							
	<u>Quebec</u>	<u>Atl.</u>	<u>Ontario</u>	<u>West</u>	<u>U.S.</u>	<u>Other Foreign and Not Stated</u>	<u>Total</u>
<u>Destination</u>	%						
Québec	88.8	1.1	9.7	*0.4	n.a	n.a	100.0
<u>Origin</u>							
Québec	74.0	*1.4	9.1	--	10.9	3.9	100.0

Source: Table 17, Appendix.

Modal Shares: Modal shares in travel to Québec are roughly identical to those in travel to Canada except for a slightly lower air share. In travel from extra-regional origins, the air share is significantly lower (7.3%) than the comparable figure in travel to the Atlantic region (24.0%), possibly because Québec's location in central Canada makes it handier to reach by other modes. Québec local travel shows Canada's relatively lowest share of air, whereas for outbound travel there are no significant differences between the modal shares of travel generated within the Québec region and that of travel from Canada to all destinations. Compared with the Atlantic and Prairie regions, however, the bus share is slightly high.

Table 38

QUÉBEC AND CANADA PERSON-TRIPS BY DIRECTION AND MODE

	<u>Auto</u>	<u>Air</u>	<u>Bus</u> %	<u>Rail</u>	<u>Total</u> ¹
<u>Inbound Travellers</u>					
All Origins to Québec	91.1	*1.7	4.3	*1.6	100.0
All Origins to Canada	90.5	3.2	3.7	1.2	100.0
Non-Québec to Québec	78.1	*7.3	**4.2	*9.6	100.0
<u>Local Travellers</u>					
Québec to Québec	92.8	*1.0	4.3	**0.6	100.0
<u>Outbound Travellers</u>					
Québec to Non-Québec	78.2	*13.6	*4.4	**2.0	100.0
Québec to All Destinations	89.0	4.3	4.4	*1.0	100.0
Canada to All Destinations	88.8	4.9	3.7	1.1	100.0

1. Total includes "other" and "non-stated" modes.

Source: Table 17, Appendix.

4.5 Ontario

Share of National Travel: Ontario's share of national population, and its totals of person-trips generated and received are roughly the same, around 37% (Table 39).

Table 39

ONTARIO ORIGIN AND DESTINATION PERSON-TRIPS, BY MODE

	<u>Auto</u>	<u>Air</u>	<u>Bus</u>	<u>Rail</u>	<u>Total</u>
	(% of Canada)				
<u>Travel by Origin</u>					
Ontario	36.3	37.3	39.9	*58.8	36.7
Canada	100.0	100.0	100.0	100.0	100.0
<u>Travel by Destination</u>					
Ontario	37.2	27.7	35.0	*43.0	36.9
Canada	100.0	100.0	100.0	100.0	100.0

Source: Table 17, Appendix.

Origin and Destination of Travellers: Ontario residents made 15.7 million person-trips to all destinations in summer 1978, and received 13.9 million person-trips, of which 90.1% were from Ontario residents. Residents of Québec and Manitoba (Ontario's closest neighbours) were the largest extra-provincial sources of person-trips to Ontario, making 7.0% and 1.6%, respectively, of the total person-trips to the province.

Aside from Ontario itself, Québec and the United States receive the largest shares of Ontario-originated travel, 5.5% and 6.3%, respectively.

Table 40

ORIGIN AND DESTINATION OF ONTARIO PERSON-TRIPS

<u>Origin/Destination</u>							
	<u>Ont.</u>	<u>Atl.</u>	<u>Que.</u>	<u>West</u>	<u>U.S.</u>	Other Foreign and Not Stated	<u>Total</u>
<u>Destination</u>	%						
Ontario	90.1	0.6	7.0	2.3	n.a	n.a	100.0
<u>Origin</u>							
Ontario	80.0	*1.7	5.5	*2.5	6.3	4.0	100.0

Source: Table 17, Appendix.

Modal Shares: Modal shares of inbound and outbound Ontario travel are close to the Canada average (Table 41), and the shares in local travel are similar to other regions.

Table 41

ONTARIO AND CANADA PERSON-TRIPS BY DIRECTION AND MODE

	<u>Auto</u>	<u>Air</u>	<u>Bus</u>	<u>Rail</u>	<u>Total</u> ¹
			%		
<u>Inbound Travellers</u>					
All Origins to Ontario	91.3	2.4	3.5	1.4	100.0
All Origins to Canada	90.5	3.2	3.7	1.2	100.0
Non-Ontario to Ontario	77.6	11.9	*5.1	**4.1	100.0
<u>Local Travellers</u>					
Ontario to Ontario	92.9	*1.3	3.3	*1.2	100.0
<u>Outbound Travellers</u>					
Ontario to Non-Ontario	68.0	19.7	*6.6	*4.6	100.0
Ontario to All Destinations	87.9	5.0	4.0	*1.8	100.0
Canada to All Destinations	88.8	4.9	3.7	1.1	100.0

1. Total includes "other" and "non-stated" modes.

Source: Table 17, Appendix.

4.6 Prairies Region

Share of National Travel: As seen in Chapter 2, Prairie residents have a higher-than-average tendency to travel. Thus it is not surprising that although they are only 16.5% of the national population, they make 21.5% of the national person-trips and receive 21.3% of person-trips to points in Canada.

Table 42

PRAIRIE REGION ORIGIN AND DESTINATION PERSON-TRIPS
AS PERCENTAGE OF CANADA

	<u>Travel By Origin</u>	<u>Travel By Destination</u>	<u>Population</u>
Manitoba	6.0	5.9	4.3
Saskatchewan	5.5	5.8	4.0
Alberta	10.0	9.6	8.2
Prairie Region	21.5	21.3	16.5
Canada	100.0	100.0	100.0

Source: Table 17, Appendix.

Origin and Destination of Travellers: Prairie residents made 9.2 million person-trips to all destinations in summer 1978. The region received 8 million person-trips; thus it is a net "exporter" of travel. Prairie residents themselves made 91.3% of the total to their own region; the next largest sources of visitors were residents of neighbouring British Columbia (4.7%) and Ontario (3.3%).

Other than the Prairie region itself, British Columbia, the United States and Ontario receive the largest percentages of travel originating in the Prairie region.

Table 43

ORIGIN AND DESTINATION OF PRAIRIES PERSON-TRIPS

<u>Origin/Destination</u>								
	<u>Own</u>	<u>Other</u>		<u>Rest</u>		<u>Other</u>		
	<u>Prov.</u>	<u>Prairie</u>	<u>B.C.</u>	<u>of</u>	<u>Canada</u>	<u>U.S.</u>	<u>Foreign</u>	<u>Total</u>
		<u>Prov.</u>		<u>Ont.</u>			<u>and Not</u>	
<u>Destination</u>							<u>Stated</u>	
Manitoba	82.9	7.0	**1.3	*8.4	--	n.a.	n.a.	100.0
Saskatchewan	82.5	12.9	*2.7	1.5	--	n.a.	n.a.	100.0
Alberta	82.3	7.3	8.1	**1.4	--	n.a.	n.a.	100.0
Prairies Total	82.5	8.8	4.7	*3.3	--	n.a.	n.a.	100.0
<u>Origin</u>								
Manitoba	71.0	6.1	*2.2	8.5	**0.8	7.3	4.1	100.0
Saskatchewan	77.1	13.2	3.2	*0.7	**0.6	3.1	*2.0	100.0
Alberta	70.1	5.5	13.7	*1.0	*1.0	5.5	3.2	100.0
Prairies Total	72.2	7.7	7.8	3.0	0.8	5.4	3.1	100.0

Source: Table 17, Appendix.

Modal Shares: The modal shares of travel inbound to the Prairies resemble those of travel to Canadian destinations in total. Travel from non-Prairie origins, however, shows relatively high percentages of air and especially bus (26.3% and 16.2%, respectively) compared to some other regions of Canada.

For local travel, the rail share is low relative to that of Ontario and the Atlantic region. Rail is also a relatively less important mode for travel out of the Prairies.

Table 44

PRAIRIE AND CANADA PERSON-TRIPS BY DIRECTION AND MODE

	<u>Auto</u>	<u>Air</u>	<u>Bus</u>	<u>Rail</u>	<u>Total</u> ¹
	%				
<u>Inbound Travel</u>					
All Origins to Prairies	90.8	3.8	3.9	**0.6	100.0
All Origins to Canada	90.5	3.2	3.7	1.2	100.0
Non-Prairies to Prairies	52.1	*26.3	*16.2	--	100.0
<u>Local Travel</u>					
Prairies to Prairies	94.5	1.6	2.8	**0.2	100.0
<u>Outbound Travel</u>					
Prairies To Non-Prairies	79.2	14.5	*2.8	*1.4	100.0
Prairies to All Destinations	91.4	4.2	2.8	*0.4	100.0
Canada to All Destinations	88.8	4.9	3.7	1.1	100.0

1. Total includes "other" and "non-stated" modes.

Source: Table 17, Appendix.

5.7 British Columbia

Share of National Travel: British Columbia's shares of national person-trips generated and received (about 9% each) are close to its proportion of the national population (10.8%).

Table 45

BRITISH COLUMBIA ORIGIN AND
DESTINATION PERSON-TRIPS, BY MODE*

	<u>Auto</u>	<u>Air</u> (%)	<u>Bus</u>	<u>Total</u>
<u>Travel by Origin</u>				
British Columbia	8.0	14.9	*9.2	8.5
Canada	100.0	100.0	100.0	100.0
<u>Travel by Destination</u>				
British Columbia	8.4	19.6	*8.6	8.9
Canada	100.0	100.0	100.0	100.0
* Rail's share is not releasable because of high sampling error.				

Source: Table 17, Appendix.

Origins and Destinations of Travellers: British Columbia residents are responsible for about 73% of all person-trips made to destinations in the province. The extra-provincial origins of most trips to British Columbia are Alberta (17.5% of all person-trips to B. C. destinations) and Ontario (3.6%). The figures for Ontario are interesting because that province is so distant from British Columbia. Aside from British Columbia itself, the United States and Alberta receive the largest shares of person-trips from British Columbia. The 14.8% share that goes to the United States is one of the largest in any Canadian region, and may be due to geography, i.e., the mountain barrier between B.C. and the rest of Canada.

Table 46

ORIGIN AND DESTINATION OF BRITISH COLUMBIA PERSON-TRIPS

	<u>Origin/Destination</u>									<u>Total</u>
	%								Other Foreign and not Stated	
	<u>B.C.</u>	<u>Alta.</u>	<u>Sask.</u>	<u>Man.</u>	<u>Ont.</u>	<u>Que.</u>	<u>Atl.</u>	<u>U.S.</u>		
<u>Destination</u>										
B.C.	73.6	17.5	2.3	*1.7	*3.6	**1.0	--	n.a.	n.a.	100.0
<u>Origin</u>										
B.C.	68.0	8.1	*1.6	**0.8	**1.1	--	--	14.8	*4.7	100.0

Source: Table 17, Appendix.

Modal Shares: Travel from all origins to British Columbia shows a slightly higher percentage of air than does travel to all Canadian destinations (7.1% versus 3.2%). The air share of non-B.C. to B.C. travel (Table 47) is not especially high; this apparently is more due to the high air share in B.C. local travel as compared to local travel in central Canada regions. (A high air share in local travel also occurs in the Atlantic region). Travel from British Columbia to all destinations also shows a relatively high air share, 8.7% compared to 4.9% for Canada origin to all destinations. Again, this is due to the high air share in intra-B.C. travel.

Table 47

B.C. & CANADA PERSON-TRIPS BY DIRECTION AND MODE

	<u>Auto</u>	<u>Air</u>	<u>Bus</u>	<u>Rail</u>	<u>Total</u> ¹
			%		
<u>Inbound Travel</u>					
All Origins to B.C.	86.2	7.1	*3.6	--	100.0
All Origins to Canada	90.5	3.2	3.7	1.2	100.0
Non-B.C. to B.C.	76.4	*16.3	--	--	100.0
<u>Local Travel</u>					
B.C. to B.C.	89.7	*3.8	*3.7	--	100.0
<u>Outbound Travel</u>					
B.C. To Non-B.C.	72.1	*19.2	**4.6	--	100.0
B.C. to All Destinations	84.1	8.7	*4.0	--	100.0
Canada to All Destinations	88.8	4.9	3.7	1.1	100.0

1. Total includes "other" and "non-stated" modes.

Source: Table 17, Appendix.

APPENDICES



CONFIDENTIAL
when completed

TRAVEL SURVEY 78

1	<div>06</div>	2	<div></div>	3	<div>1078</div>
	Form No.		Docket No.		Survey Date
4	<div></div>	5	<div></div>	6	<div></div>
	Assignment No.		HRD page-line No.		Household Size
7	Given Name				
8	Surname				

INTRODUCTION AT TIME OF LABOUR FORCE SURVEY

. . . has been randomly selected from your household as a respondent for the 1978 Travel Survey. This survey is being conducted in order to obtain information on travel and tourism, one of Canada's major industries.

I would like to ask whether . . . took any trips which ended during the three month period from July 1st to September 30, 1978. By trip I mean each time . . . went to a place 50 miles (80 km) or more away from home and then returned. Do not include trips . . . took:

as a member of an operating crew of a bus, plane, truck, etc.;
commuting to work or school;
moving to a new residence.

09 DID . . . TAKE ANY TRIPS OF 50 MILES (80 KM) OR MORE WHICH ENDED DURING THE THREE MONTH PERIOD, JULY 1st TO SEPTEMBER 30, 1978?

Yes ☐ ¹ No ☐ ²

MAKE AN APPOINTMENT TO INTERVIEW THE SELECTED RESPONDENT AS PER THE INSTRUCTIONS IN YOUR INTERVIEWER'S MANUAL.

Date:	Time:
Back:	Call Back:
Address:	

END INTERVIEW.

NO FURTHER QUESTIONS APPLY.

INTRODUCTION AT TIME OF PERSONAL INTERVIEW

You have been randomly selected from your household as a respondent for the 1978 Travel Survey. This survey is being conducted in order to obtain information on travel and tourism, one of Canada's major industries.

I would like to ask some questions about any trips you may have taken which ended during the three month period from July 1st to September 30, 1978. By trip I mean each time you travelled to a place 50 miles (80 km) or more in distance from your home and then returned. Please do not include any trips you took:

as a member of an operating crew of a bus, plane, truck, etc.;
commuting to work or school;
moving to a new residence.

(INTERVIEWER: Show respondent calendar and map.)

IN TOTAL, HOW MANY TRIPS OF 50 MILES (80 KM) OR MORE DID YOU TAKE WHICH ENDED DURING THE THREE MONTH PERIOD, JULY 1st TO SEPTEMBER 30, 1978?

ENTER NUMBER OF TRIPS

TRIP 1

BEGINNING WITH THE FIRST TRIP THAT ENDED
DURING THIS PERIOD:

11 DID YOU LIVE IN THIS (CITY/TOWN/AREA) WHEN YOU TOOK
THIS TRIP?

Yes ¹○ Go to 13

No ²○

12 WHERE DID YOU LIVE WHEN YOU TOOK THIS TRIP?

NEAREST CITY/TOWN

PROVINCE

FOR OFFICE USE ONLY

13 WHAT WAS YOUR DESTINATION ON THIS TRIP? (If the respondent
went to more than one place on this trip, enter name of place
that is furthest from his/her home)

(Nearest) CITY/TOWN

PROVINCE/STATE

COUNTRY (if outside Canada)

FOR OFFICE USE ONLY

14 APPROXIMATELY HOW FAR FROM YOUR HOME WAS _____?
(REPEAT DESTINATION FROM QUESTION 13)

Miles

Kilometres

Don't know

Enter number

15 HOW MANY NIGHTS WERE YOU AWAY FROM HOME ON
THIS TRIP?

Enter number

OR None ¹○ Go to 18

16 IN WHICH PROVINCES, TERRITORIES, OR OTHER COUNTRIES DID
YOU STAY OVERNIGHT? (Mark all reported)

WERE THERE ANY OTHERS? (Mark all others reported)

HOW MANY NIGHTS DID YOU SPEND IN _____?
(REPEAT EACH PLACE MARKED BELOW)

Newfoundland

Prince Edward Island

Nova Scotia

New Brunswick

Quebec

Ontario

Manitoba

Saskatchewan

Alberta

British Columbia

Northwest Territories

Yukon Territory

United States

All other countries

17 WHAT TYPE OF ACCOMMODATION DID YOU MOST FREQUENTLY
USE ON THIS TRIP? (Mark one only)

Hotel (including tourist homes)

Motel

Camping or trailer park

Home of friends or relatives

Private cottage or vacation home

Commercial cottage or cabin

Other (hostels, universities, etc.)

18 INCLUDING YOURSELF, HOW MANY PEOPLE NOW LIVING IN
THIS HOUSEHOLD WENT ON THIS TRIP TO _____?
(REPEAT DESTINATION FROM QUESTION 13)

Enter number

(Entry must be at least 01)

19 WAS THIS A WEEKEND TRIP?

Yes ¹○

No ²○

20 WAS THIS TRIP TAKEN DURING A VACATION?

Yes ¹○

No ²○

21 WHAT WAS THE MAIN REASON FOR TAKING THIS TRIP?
(Mark one only)

Business

Visiting friends/
relatives

Pleasure

Personal

22 WHAT MEANS OF TRANSPORTATION DID YOU USE TO TRAVEL
THE GREATEST DISTANCE ON THIS TRIP?
Include as "auto" motor homes, jeeps, trucks, vans and campers.
Include as "other" motorcycles and bicycles.
(Mark one only)

Automobile

Air

Bus

Rail

Boat

Other

23 DID YOU USE ANY OTHER MEANS OF TRANSPORTATION ON
THIS TRIP? (Do not include short trips to and from airports,
train stations, etc., by private autos, taxis and public
transportation systems.)

No other means used

Automobile

Air

Bus

Rail

Boat

Other

24 IN WHICH MONTH DID THIS TRIP END?

July

August

September

25 DID YOU TAKE ANY OTHER TRIPS WHICH ENDED DURING THE
PERIOD JULY 1st TO SEPTEMBER 30, 1978 WHICH WERE
IDENTICAL TO THIS ONE?

Yes ¹○

No ²○ Go to 27

26 HOW MANY SUCH TRIPS DID YOU TAKE WHICH ENDED IN . . . ?

July

August

September

27 INTERVIEWER CHECK ITEM:

If last trip

Otherwise

¹○ Go to 28

²○ Go to TRIP 2

28 FOR THE YEAR 1978, IN WHICH OF THE FOLLOWING RANGES WILL YOUR TOTAL HOUSEHOLD INCOME BE BEFORE TAXES AND DEDUCTIONS? INCLUDE INCOME FROM WAGES, SALARIES, TIPS, COMMISSIONS, PENSIONS, INTEREST AND RENTS, ETC.

None	01 <input type="radio"/>	\$25,000 to \$29,999	06 <input type="radio"/>
Less than \$9,000	02 <input type="radio"/>	\$30,000 to \$34,999	07 <input type="radio"/>
\$9,000 to \$14,999	03 <input type="radio"/>	\$35,000 and over	08 <input type="radio"/>
\$15,000 to \$19,999	04 <input type="radio"/>	Refused	09 <input type="radio"/>
\$20,000 to \$24,999	05 <input type="radio"/>	Not applicable	10 <input type="radio"/>

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Table 1

Canada Population: Age-Sex by Number of Trips, Weighted Counts¹

FREQUENCY OF TRAVEL

	TOTAL	0 TRIPS	SUB-TOTAL: 1 TRIP OR MORE	1 TRIP	2 TRIPS	3 TRIPS	4 TRIPS	5-9 TRIPS	10 TRIPS OR MORE
TOTAL									
BOTH SEXES									
TOTAL.....	23,226,196	9,148,491	14,077,706	6,162,807	2,710,598	1,514,757	934,156	2,004,728	750,659
14 YEARS & UNDER...	5,532,418	1,977,703	3,554,714	1,616,517	753,578	389,749	236,071	438,380	120,419
15-16 YEARS.....	937,957	412,655	525,302	252,305	120,677	*54,665	*33,808	*43,918	--
17-19 YEARS.....	1,394,818	637,786	757,031	313,619	179,445	*76,632	*47,905	96,946	*42,484
20-24 YEARS.....	2,252,425	829,932	1,422,493	633,942	232,535	157,782	88,885	215,237	94,112
25-34 YEARS.....	3,879,542	1,227,077	2,652,465	1,062,605	449,212	310,839	194,982	483,995	150,832
35-44 YEARS.....	2,701,953	956,293	1,745,660	729,718	309,327	176,149	141,623	256,252	132,593
45-54 YEARS.....	2,449,176	962,938	1,486,238	603,738	267,228	162,519	95,865	257,087	99,801
55-64 YEARS.....	2,010,093	886,498	1,123,595	511,274	240,380	119,416	*59,404	137,647	*55,474
65-69 YEARS.....	758,105	394,956	363,149	179,020	*79,265	*34,706	--	*37,664	--
70 YEARS & OVER...	1,309,709	862,651	447,057	260,070	*78,951	*32,301	--	*37,603	--
MALE									
TOTAL.....	11,526,703	4,477,174	7,049,530	2,972,829	1,387,740	742,897	450,165	1,078,386	417,512
14 YEARS & UNDER...	2,833,327	986,465	1,846,862	806,908	439,781	189,769	123,127	210,632	*76,644
15-16 YEARS.....	479,895	222,307	257,587	130,052	*56,918	*27,434	--	*27,291	--
17-19 YEARS.....	706,552	306,248	400,305	166,098	101,666	*33,075	--	*51,385	*25,020
20-24 YEARS.....	1,132,302	427,497	704,805	285,131	116,680	94,594	*36,905	110,054	*61,441
25-34 YEARS.....	1,931,244	616,289	1,314,956	502,704	237,056	150,181	*83,592	264,004	*77,418
35-44 YEARS.....	1,362,228	477,944	884,284	370,439	140,783	*77,260	*85,666	140,589	*69,547
45-54 YEARS.....	1,222,567	492,994	729,573	277,405	128,578	*79,072	*44,783	147,463	*52,272
55-64 YEARS.....	963,095	422,765	540,331	241,084	103,185	*60,449	*26,586	*77,636	*31,392
65-69 YEARS.....	355,772	174,067	181,704	86,531	*39,647	--	--	--	--
70 YEARS & OVER...	539,721	350,598	189,123	106,478	--	--	--	*25,333	--
FEMALE									
TOTAL.....	11,699,493	4,671,317	7,028,176	3,189,978	1,322,858	771,860	483,991	926,342	333,146
14 YEARS & UNDER...	2,699,091	991,238	1,707,853	809,609	313,797	199,980	112,944	227,747	*43,775
15-16 YEARS.....	458,063	190,348	267,715	122,254	*63,759	*27,231	*25,001	--	--
17-19 YEARS.....	688,265	331,539	356,727	147,521	*77,779	*43,557	*24,843	*45,562	--
20-24 YEARS.....	1,120,123	402,436	717,687	348,811	115,855	*63,188	*51,980	105,183	*32,671
25-34 YEARS.....	1,948,297	610,789	1,337,509	559,900	212,156	160,657	111,390	219,991	*73,414
35-44 YEARS.....	1,339,726	478,349	861,377	359,279	163,544	98,888	*55,957	115,662	*63,046
45-54 YEARS.....	1,226,609	469,944	756,665	326,333	138,650	*83,448	*51,082	109,624	*47,529
55-64 YEARS.....	1,046,998	463,734	583,264	270,190	137,196	*58,967	*32,818	*60,011	*24,082
65-69 YEARS.....	402,334	220,889	181,445	92,489	*39,617	--	--	--	--
70 YEARS & OVER...	769,987	512,053	257,934	153,592	*55,504	--	--	--	--

1. For a discussion of reliability of estimates, see Chapter 2.6

Table 2

Canada Population: Marital Status by Number of Trips, Weighted Counts

	Total	Sub-Total		1 Trip	2 Trips	3 Trips	4 Trips	5-9 Trips	10 Trips or More
		0 Trips	1 Trip or More						
Total	23,226,196	9,148,491	14,077,706	6,162,807	2,710,598	1,514,757	934,156	2,004,728	750,659
Couples	11,484,557	4,328,381	7,156,176	3,006,163	1,275,203	770,635	493,756	1,164,072	446,347
Single	10,094,142	3,950,524	6,143,619	2,765,041	1,257,864	681,956	401,543	764,207	273,007
Widowed	988,775	565,022	423,752	222,963	106,786	**27,149	--	**33,566	--
Divorced or Separated	658,722	304,563	354,159	168,641	*70,745	**35,018	--	*42,883	--

Table 3

Canada Population: Education by Number of Trips, Weighted Counts

	<u>Total</u>	<u>0 Trips</u>	<u>Sub-Total: 1 Trip or More</u>	<u>1 Trip</u>	<u>2 Trips</u>	<u>3 Trips</u>	<u>4 Trips</u>	<u>5-9 Trips</u>	<u>10 Trips or More</u>
Total	23,226,196	9,148,491	14,077,705	6,162,807	2,710,598	1,514,757	934,156	2,004,728	750,659
0-8 Years Schooling	9,679,735	4,375,487	5,304,249	2,550,048	1,066,595	547,964	336,324	624,787	178,531
H/S, No Post-Secondary	9,061,565	3,534,965	5,526,600	2,469,269	1,064,567	577,218	349,589	739,210	326,747
H/S, Some Post-Secondary	1,386,326	449,516	936,811	361,397	156,394	110,450	*73,353	157,071	*78,146
Post-Sec. Certificate or Diploma	1,773,682	497,695	1,275,987	456,136	243,852	164,221	93,292	242,884	*75,601
University	1,324,887	290,828	1,034,059	325,957	179,191	114,903	*81,599	240,776	91,633

Table 4

Canada Population: Income by Number of Trips, Weighted Counts

	Total	1 Trip	2 Trips	3 Trips	4 Trips	5-9 Trips	10 Trips or More
Total	14,077,705	6,162,807	2,710,598	1,514,757	934,156	2,004,728	750,659
\$9,000 & Less	1,888,015	993,641	374,692	189,127	93,823	188,892	*47,840
\$9,000-\$14,999	2,578,766	1,309,068	442,700	248,846	142,219	321,770	114,163
\$15,000-\$19,999	2,573,253	1,096,122	530,407	255,650	162,762	388,628	139,684
\$20,000-\$24,999	2,060,456	798,469	405,635	239,756	172,082	312,604	131,910
\$25,000-\$29,999	1,246,148	463,441	201,128	141,225	111,316	240,732	88,306
\$30,000-\$34,999	754,550	279,619	148,533	*85,519	*52,787	151,881	**36,211
\$35,000 & Over	978,593	329,121	216,291	106,078	*80,881	178,126	*68,096
Refused Disclos.	1,119,319	534,915	187,182	137,847	*66,370	119,567	*73,438
Income Not							
Applicable	280,144	137,494	*48,510	**29,031	--	**31,470	--
Income not Stated	598,467	220,920	155,521	*81,679	**32,460	*71,059	**36,828

Table 5

Canada Population: Province by Number of Trips, Weighted Counts

	Total	0 Trips	Sub-Total: 1 Trip or More	1 Trip	2 Trips	3 Trips	4 Trips	5-9 Trips	10 Trips or More
Total	23,226,196	9,148,491	14,077,705	6,162,807	2,710,598	1,514,757	934,156	2,004,728	750,659
Newfoundland	567,903	309,881	258,022	129,237	41,424	25,460	*16,394	33,929	*11,579
Prince Edward Island	122,466	68,337	54,129	30,708	*9,673	**4,700	--	**4,718	--
Nova Scotia	826,547	324,501	502,047	227,529	91,523	47,360	26,947	82,709	25,978
New Brunswick	695,136	311,376	383,761	169,777	84,030	49,683	19,403	40,123	20,745
Québec	6,264,291	2,687,422	3,576,869	1,626,938	690,784	359,817	193,816	498,378	207,136
Ontario	8,411,740	3,326,860	5,084,880	2,189,330	978,436	548,594	369,581	728,279	270,660
Manitoba	997,869	321,481	676,388	215,502	118,913	88,714	59,603	134,285	59,371
Saskatchewan	931,086	267,276	663,810	237,771	118,908	88,791	55,483	116,178	46,679
Alberta	1,909,027	524,280	1,384,746	560,264	280,029	155,365	107,748	215,250	66,089
British Columbia	2,500,131	1,007,077	1,493,054	775,750	296,878	146,273	81,685	150,880	*41,588

Table 6

Canada Population: Occupation by Number of Trips, Weighted Counts

	Total	0 Trips	Sub-Total: 1 Trip or More	1 Trip	2 Trips	3 Trips	4 Trips	5-9 Trips	10 Trips or More
Total	23,226,196	9,148,491	14,077,705	6,162,807	2,710,598	1,514,757	934,156	2,004,728	750,659
Managerial	835,399	186,588	648,811	224,811	95,511	87,286	**28,519	148,931	*63,753
Natural Science	397,249	93,728	303,521	*84,962	*55,485	**39,175	**36,983	*64,215	--
Social Science	219,185	*57,545	161,640	*54,250	**30,482	--	--	**30,897	--
Religion	**32,869	--	*25,749	--	--	--	--	--	--
Teaching	544,225	89,863	454,362	140,207	*84,501	*50,975	*47,035	102,621	**29,023
Medicine	558,528	148,772	409,756	167,082	*68,705	*45,984	**28,747	*77,786	--
Artistic	195,683	*78,945	116,738	*51,074	--	--	--	--	--
Clerical	2,381,189	813,856	1,567,333	656,440	266,830	181,378	102,061	250,121	110,503
Sales	1,289,799	464,536	825,263	312,662	165,118	88,611	*63,583	132,834	*62,455
Service	2,184,246	955,066	1,229,180	565,607	228,117	130,118	*78,354	167,084	*59,900
Farming	724,942	286,160	438,782	186,623	87,691	*43,741	**33,227	*68,146	--
Fishing	*40,896	**26,993	--	--	--	--	--	--	--
Forestry	111,892	*50,899	*60,993	*25,847	--	--	--	--	--
Mining	*67,706	--	*45,473	--	--	--	--	--	--
Processing	554,427	240,573	313,854	162,192	*75,900	**26,748	--	--	--
Machining	369,381	156,365	213,016	89,051	*37,628	*34,692	--	**26,605	**30,721
Fabricating	1,148,152	457,229	690,923	390,568	117,540	*55,682	**24,511	*71,901	*32,467
Construction	947,148	436,886	510,262	216,404	87,677	*48,194	*40,253	*85,267	--
Transportation	528,582	231,460	297,122	128,048	*43,115	**28,381	--	*57,258	--
Materials Handling	342,676	179,244	163,432	*69,473	*25,068	--	--	**28,071	--
Other Crafts	164,161	*55,881	108,280	*54,779	--	--	--	--	--
Never Worked Before	1,481,923	825,847	656,076	332,492	164,116	*51,161	**26,906	*53,193	*28,208
Worked More Than 5 Yrs.	709,341	2,976,806	4,732,535	2,168,867	992,934	516,604	308,426	571,397	174,307
Unable to Work	396,597	305,896	90,701	*55,874	--	--	--	--	--

Table 7

Person-Trips: Age/Sex by Purpose,
Total All Modes, Weighted Counts¹

<u>Both Sexes</u>	<u>Total</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>	<u>N.Stated</u>
Total	42,720,594	4,425,790	11,960,429	22,452,846	3,586,145	295,387
14 Yrs. & Less	9,646,430	258,619	3,336,161	5,476,377	531,411	**43,863
15-16 Years	1,322,919	*67,835	310,893	768,715	*153,382	--
17-19 "	2,238,060	*149,426	550,715	1,340,044	*168,732	--
20-24 "	4,508,707	335,905	1,377,900	2,352,834	406,884	**35,185
25-34 "	8,874,895	1,371,522	2,548,431	4,310,855	606,221	**37,866
35-44 "	5,872,597	903,239	1,316,967	2,997,821	616,316	**38,256
45-54 "	5,061,116	810,857	979,527	2,696,073	529,254	**45,406
55-64 "	3,198,313	411,600	828,352	1,529,916	394,889	**33,556
65-69 "	967,061	**57,877	326,746	496,497	*82,161	--
70 & Over	1,030,496	**58,910	384,737	483,714	*96,895	--

Males

Total	22,260,833	3,276,416	5,568,324	11,560,773	1,695,702	*159,619
14 Yrs. & Less	5,106,260	179,164	1,761,209	2,910,968	234,725	--
15-16 Years	629,673	**43,847	*123,378	386,209	*71,384	--
17-19 "	1,179,622	*78,181	215,790	778,651	*83,431	--
20-24 "	2,432,276	238,936	586,887	1,319,285	261,919	--
25-34 "	4,547,004	1,058,464	1,089,454	2,074,376	305,641	--
35-44 "	3,079,227	695,990	598,999	1,513,855	256,741	--
45-54 "	2,631,129	577,488	431,888	1,355,180	236,854	--
55-64 "	1,651,965	318,389	397,326	755,794	*161,758	--
65-69 "	510,229	**41,039	*169,016	255,467	*44,084	--
70 & Over	493,448	**44,918	194,377	210,988	*39,165	--

Females

Total	20,459,761	1,149,374	6,392,105	10,892,073	1,890,443	*135,768
14 Yrs. & Less	4,540,170	*79,455	1,574,952	2,565,409	296,686	--
15-16 Years	693,246	--	187,515	382,506	*81,998	--
17-19 "	1,058,438	*71,245	334,925	561,393	*85,301	--
20-24 "	2,076,431	*96,969	791,013	1,033,549	*144,965	--
25-34 "	4,327,891	313,058	1,458,977	2,236,479	300,580	--
35-44 "	2,793,370	207,249	717,968	1,483,966	359,575	--
45-54 "	2,429,987	233,369	547,639	1,340,893	292,400	--
55-64 "	1,546,348	*93,211	431,026	774,122	233,131	--
65-69 "	456,832	--	*157,730	241,030	**38,077	--
70 & Over	537,048	--	190,360	272,726	*57,730	--

1. Total includes "not stated" mode.

Table 7 (continued)

Person-Trips: Age/Sex by Purpose,
Automobile Mode, Weighted Counts

<u>Both Sexes</u>	<u>Total</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>	<u>N.Stated</u>
Total	37,937,994	3,522,552	10,628,594	20,469,420	3,123,775	193,649
14 Yrs. & Less	8,781,188	250,871	3,032,167	5,007,860	458,751	** 31,538
15-16 Years	1,106,982	* 63,261	239,567	653,769	*129,739	--
17-19 "	1,943,614	* 120,757	465,015	1,194,220	*137,025	--
20-24 "	3,873,273	299,186	1,201,050	2,075,136	274,098	--
25-34 "	8,111,863	1,094,263	2,378,651	4,051,502	565,009	--
35-44 "	5,200,207	636,961	1,136,985	2,819,091	577,620	--
45-54 "	4,466,822	602,510	876,243	2,501,886	475,802	--
55-64 "	2,820,866	350,617	724,632	1,368,838	352,250	--
65-69 "	823,411	**57,015	276,224	417,841	*70,474	--
70 & Over	809,768	**47,111	298,060	379,277	*83,007	--

Males

Total	19,874,574	2,603,294	5,057,591	10,638,706	1,475,154	*99,827
14 Yrs. & Less	4,652,785	174,935	1,590,071	2,661,251	212,041	--
15-16 Years	534,153	**43,463	*87,191	337,079	*63,013	--
17-19 "	1,070,242	* 69,860	189,078	707,172	*80,805	--
20-24 "	2,087,732	213,129	537,015	1,171,342	*147,747	--
25-34 "	4,115,538	838,174	1,041,895	1,949,646	276,552	--
35-44 "	2,697,748	481,875	544,887	1,422,820	238,165	--
45-54 "	2,322,781	440,578	391,913	1,258,983	226,673	--
55-64 "	1,504,176	265,175	361,140	711,453	*152,272	--
65-69 "	466,365	**40,426	*154,468	230,055	**40,792	--
70 & Over	423,054	**35,679	*159,933	188,905	**37,094	--

Females

Total	18,063,420	919,258	5,571,003	9,830,714	1,648,621	*93,822
14 Yrs. & Less	4,128,403	* 75,936	1,442,096	2,346,609	246,710	--
15-16 Years	572,829	--	*152,376	316,690	*66,726	--
17-19 "	873,372	**50,897	275,937	487,048	**56,220	--
20-24 "	1,785,541	* 86,057	664,035	903,794	*126,351	--
25-34 "	3,996,325	256,089	1,336,756	2,101,856	288,457	--
35-44 "	2,502,459	*155,086	592,098	1,396,271	339,455	--
45-54 "	2,144,041	*161,932	484,330	1,242,903	249,129	--
55-64 "	1,316,690	*85,442	363,492	657,385	199,978	--
65-69 "	357,046	--	*121,756	187,786	--	--
70 & Over	386,714	--	*138,127	190,372	**45,913	--

Table 7 (continued)

Person-Trips: Age/Sex by Purpose,
Air Mode, Weighted Counts

<u>Both Sexes</u>	<u>Total</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>	<u>N.Stated</u>
Total	2,108,565	683,737	630,112	652,427	*132,547	--
14 Yrs. & Less	286,779	--	*168,706	*94,881	--	-
15-16 Years	**44,129	--	--	--	--	-
17-19 "	*84,808	--	--	**43,666	--	--
20-24 "	*170,926	--	**55,134	*88,324	--	--
25-34 "	474,017	214,277	*90,540	*138,702	--	--
35-44 "	420,556	195,394	*106,530	*82,712	--	--
45-54 "	354,306	184,211	**58,336	*98,072	--	-
55-64 "	*168,212	**51,598	**42,474	**59,053	--	-
65-69 "	**36,002	--	--	--	--	-
70 & Over	*68,830	--	**42,836	--	--	-
<u>Males</u>						
Total	1,127,992	506,609	266,521	283,402	*68,754	--
14 Yrs. & Less	*157,422	--	*100,770	**42,944	--	-
15-16 Years	--	--	--	--	--	-
17-19 "	--	--	--	--	--	-
20-24 "	**59,028	--	--	--	--	-
25-34 "	281,482	*164,441	--	*67,241	--	--
35-44 "	238,855	*145,972	**44,009	**32,903	--	--
45-54 "	202,811	*125,962	--	**40,265	--	-
55-64 "	*93,158	**47,593	--	--	--	-
65-69 "	--	--	--	--	--	-
70 & Over	**31,498	--	--	--	--	-
<u>Females</u>						
Total	980,573	177,130	363,591	369,025	*63,793	--
14 Yrs. & Less	*129,357	--	*67,936	**51,937	--	-
15-16 Years	--	--	--	--	--	-
17-19 "	**55,370	--	--	--	--	--
20-24 "	*111,898	--	**43,096	**59,272	--	--
25-34 "	192,535	**49,836	**62,554	*71,461	--	--
35-44 "	181,701	**49,422	**62,521	**49,809	--	--
45-54 "	*151,495	**58,249	--	**57,807	--	-
55-64 "	*75,054	--	--	**33,431	--	-
65-69 "	--	-	--	--	--	-
70 & Over	**37,332	--	--	--	--	-

Table 7 (continued)

Person-Trips: Age/Sex by Purpose,
Bus Mode, Weighted Counts

<u>Both Sexes</u>	<u>Total</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>	<u>N.Stated</u>
Total	1,566,435	* 96,160	411,182	763,831	290,967	--
14 Yrs. & Less	380,372	--	*76,410	250,305	** 46,500	--
15-16 Years	*112,334	--	--	* 67,304	--	-
17-19 "	*122,765	--	**45,183	** 36,593	--	-
20-24 "	311,770	--	*81,926	* 97,090	*118,764	--
25-34 "	*126,998	** 36,493	**40,362	** 41,601	--	-
35-44 "	*68,569	--	--	** 36,672	--	-
45-54 "	*100,661	--	--	** 31,952	** 35,366	-
55-64 "	*144,650	--	**44,262	* 79,903	--	-
65-69 "	*89,950	--	--	** 57,658	--	-
70 & Over	*108,366	--	--	* 64,753	--	-

Males

Total	646,034	** 62,868	*133,085	315,116	*133,651	--
14 Yrs. & Less	177,043	--	**40,544	*126,047	--	--
15-16 Years	**50,840	-	--	**34,158	--	-
17-19 "	**31,091	--	--	--	--	-
20-24 "	192,726	--	--	*62,517	*107,888	-
25-34 "	**58,313	** 32,190	--	--	--	-
35-44 "	**32,577	--	--	--	--	-
45-54 "	--	--	--	--	--	-
55-64 "	**31,843	--	--	--	--	-
65-69 "	--	-	--	--	--	-
70 & Over	--	--	--	--	--	-

Females

Total	920,401	** 33,292	278,097	448,715	*157,316	--
14 Yrs. & Less	203,329	--	**35,866	*124,258	** 40,248	--
15-16 Years	**61,494	--	--	**33,146	--	-
17-19 "	*91,674	--	--	--	--	-
20-24 "	*119,044	--	*65,422	**34,573	--	--
25-34 "	*68,685	--	**33,736	--	--	-
35-44 "	**35,992	--	--	--	--	-
45-54 "	*77,795	--	--	--	** 34,121	-
55-64 "	*112,807	--	**31,310	*67,272	--	-
65-69 "	*67,232	--	--	*44,920	--	-
70 & Over	*82,349	--	--	*52,844	--	-

Table 7 (Continued)Person-Trips: Age/Sex by Purpose,
Rail Mode, Weighted Counts

<u>Both Sexes</u>	<u>Total</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>	<u>N.Stated</u>
Total	490,137	--	190,792	* 169,129	** 31,538	--
14 Yrs. & Less	* 100,707	-	** 41,566	** 54,164	--	-
15-16 Years	--	-	--	-	--	-
17-19 "	** 33,666	-	--	--	-	--
20-24 "	* 64,230	--	--	** 34,280	--	-
25-34 "	** 54,401	--	--	--	--	--
35-44 "	* 108,280	--	--	--	--	-
45-54 "	** 44,805	--	--	--	--	-
55-64 "	** 39,119	--	--	--	--	--
65-69 "	--	-	--	--	--	-
70 & Over	--	-	--	--	--	-

Males

Total	239,919	--	* 67,112	* 78,983	--	--
14 Yrs. & Less	* 67,772	-	--	** 40,599	--	-
15-16 Years	--	-	--	-	--	-
17-19 "	--	-	--	--	-	-
20-24 "	--	--	--	--	--	-
25-34 "	--	--	--	--	--	--
35-44 "	* 76,689	--	--	--	--	-
45-54 "	--	--	--	--	--	-
55-64 "	--	--	--	--	--	--
65-69 "	--	-	--	--	--	-
70 & Over	--	-	--	-	-	-

Females

Total	250,218	--	* 123,680	* 90,146	--	--
14 Yrs. & Less	** 32,935	-	--	--	--	-
15-16 Years	--	-	--	-	-	-
17-19 "	--	-	--	--	-	--
20-24 "	** 38,014	--	--	--	--	-
25-34 "	--	--	--	--	-	-
35-44 "	** 31,591	--	--	--	--	-
45-54 "	** 37,827	--	--	--	--	-
55-64 "	--	--	--	--	--	--
65-69 "	--	-	--	--	--	-
70 & Over	--	-	--	--	--	-

Table 7 (continued)

Person-Trips: Age/Sex by Purpose,
Boat & Other Mode, Weighted Counts

<u>Both Sexes</u>	<u>Total</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>	<u>N.Stated</u>
Total	410,588	--	*87,812	302,542	--	--
14 Yrs. & Less	*72,576	--	--	** 59,958	--	-
15-16 Years	**40,438	-	--	** 32,627	-	-
17-19 "	**47,095	--	--	** 41,252	--	-
20-24 "	*70,125	--	--	** 50,011	--	--
25-34 "	*70,394	--	--	** 51,753	--	-
35-44 "	**55,134	--	--	** 32,222	-	-
45-54 "	**34,073	--	--	--	--	-
55-64 "	--	--	--	--	--	--
65-69 "	--	-	--	--	-	-
70 & Over	--	--	--	--	-	-

Males

Total	248,970	--	** 42,655	188,507	--	--
14 Yrs. & Less	**38,777	-	--	** 33,032	-	-
15-16 Years	--	-	--	--	-	-
17-19 "	**36,018	--	--	** 31,341	--	-
20-24 "	**60,238	--	--	** 41,909	--	--
25-34 "	**43,424	--	--	** 35,132	--	-
35-44 "	--	--	--	--	-	-
45-54 "	--	--	--	--	-	-
55-64 "	--	--	--	--	--	--
65-69 "	--	-	-	--	-	-
70 & Over	--	--	--	--	-	-

Females

Total	* 161,618	--	** 45,156	* 114,040	--	-
14 Yrs. & Less	**33,798	--	--	--	--	-
15-16 Years	--	-	-	--	-	-
17-19 "	--	-	--	--	--	-
20-24 "	--	-	--	--	-	-
25-34 "	--	-	--	--	-	-
35-44 "	**36,347	-	--	--	-	-
45-54 "	--	-	--	--	--	-
55-64 "	--	-	--	--	-	-
65-69 "	--	-	--	--	-	-
70 & Over	--	-	--	--	-	-

Table 8

Person-Trips: Education, Purpose and Modal Choice, Weighted Counts

<u>Total</u>	<u>Total</u>	<u>Auto</u>	<u>Air</u>	<u>Bus</u>	<u>Rail</u>	<u>Boat & Other</u>	<u>Not Stated</u>
Total	42,720,596	37,937,995	2,108,566	1,566,434	490,139	410,588	206,875
Not Stated	295,387	193,650	--	--	--	--	*73,894
Business	4,425,789	3,522,552	683,736	*96,160	--	--	--
Visiting	11,960,431	10,628,596	630,113	411,181	190,792	*87,811	--
Pleasure	22,452,846	20,469,422	652,429	763,832	*169,128	302,544	*95,491
Personal	3,586,143	3,123,775	*132,546	290,969	**31,539	--	--

0-8 Years Schooling

Total	14,050,356	12,659,950	448,223	631,282	*143,986	*132,154	**34,762
Not Stated	*76,310	**56,070	--	--	--	--	--
Business	704,737	661,727	--	--	--	--	--
Visiting	4,841,670	4,335,704	232,545	*156,026	*64,941	**46,000	--
Pleasure	7,375,670	6,685,362	*154,229	379,355	*65,819	*80,028	--
Personal	1,051,970	921,170	**39,787	*83,507	--	--	--

Some or Completed High School

Total	16,781,597	15,109,702	683,530	518,305	185,949	179,922	*104,189
Not Stated	*158,802	*100,358	--	--	--	--	**43,426
Business	1,544,904	1,339,561	*150,193	**32,305	--	--	--
Visiting	4,301,080	3,776,362	255,469	*154,618	*76,962	**33,656	--
Pleasure	9,227,168	8,500,692	225,077	244,461	*65,839	*139,855	**51,244
Personal	1,549,644	1,392,729	**47,702	*86,921	--	--	--

Some Post-Secondary Education

Total	3,357,463	2,835,075	210,812	233,839	--	**33,056	--
Not Stated	--	--	--	--	--	--	--
Business	559,726	438,801	*91,480	--	--	--	--
Visiting	791,099	700,721	**37,265	*37,603	--	--	--
Pleasure	1,636,943	1,459,032	*68,696	*72,891	--	--	--
Personal	356,746	231,287	--	*107,666	--	--	--

Post-Sec. Certificate or Diploma

Total	4,368,742	3,874,579	294,235	*113,890	**45,232	--	--
Not Stated	--	--	--	--	--	--	--
Business	738,555	568,833	*139,392	--	--	--	--
Visiting	1,173,974	1,061,036	**50,253	*37,338	--	--	--
Pleasure	2,116,345	1,940,573	*86,588	*42,177	--	--	--
Personal	317,346	287,756	--	--	--	--	--

University

Total	4,162,437	3,458,690	471,766	*69,118	*92,261	**38,441	**32,161
Not Stated	--	--	--	--	--	--	--
Business	877,868	513,629	281,009	--	--	--	--
Visiting	852,608	754,773	**54,580	--	--	--	--
Pleasure	2,096,719	1,883,846	*117,840	--	--	**34,109	--
Personal	310,438	290,832	--	--	--	--	--

Table 9

Person-Trips: Labour Force Status, Purpose and
Modal Choice, Weighted Counts

<u>Total</u>	<u>Total</u>	<u>Auto</u>	<u>Air</u>	<u>Bus</u>	<u>Rail</u>	<u>Boat & Other</u>	<u>Not Stated</u>
Total	42,720,596	37,937,995	2,108,566	1,566,434	490,139	410,588	206,875
Not Stated	295,387	193,650	--	--	--	--	* 73,894
Business	4,425,789	3,522,552	683,736	* 96,160	--	--	--
Visiting	11,960,431	10,628,596	630,113	411,181	190,792	* 87,811	--
Pleasure	22,452,846	20,469,422	652,429	763,832	* 169,128	302,544	* 95,491
Personal	3,586,143	3,123,775	* 132,546	290,969	** 31,539	--	--
<u>Employed</u>							
Total	22,145,910	19,676,268	1,445,038	402,016	260,602	230,090	* 131,896
Not Stated	* 147,723	* 80,319	--	--	--	--	** 45,304
Business	3,485,852	2,692,972	642,688	** 40,691	--	--	--
Visiting	5,210,627	4,639,063	295,659	* 150,378	* 85,877	** 34,730	--
Pleasure	11,600,313	10,697,468	425,590	* 163,504	* 74,901	179,548	** 59,303
Personal	1,701,396	1,566,447	* 71,794	** 47,444	--	--	--
<u>Unemployed</u>							
Total	1,341,662	1,110,737	--	* 170,127	--	--	--
Not Stated	--	--	--	--	--	--	--
Business	176,269	* 143,638	--	--	--	--	--
Visiting	372,365	328,138	--	--	--	--	--
Pleasure	509,008	472,176	--	--	--	--	--
Personal	254,532	* 137,607	--	* 105,721	--	--	--
<u>Not in Labour Force ¹</u>							
Total	9,586,593	8,369,802	350,619	613,919	* 111,779	* 90,614	** 49,860
Not Stated	* 74,315	** 52,615	--	--	--	--	--
Business	505,050	435,071	** 37,236	--	--	--	--
Visiting	3,041,277	2,629,228	* 161,930	* 157,099	** 51,713	** 40,216	--
Pleasure	4,867,148	4,291,919	* 121,379	341,318	** 38,150	** 47,402	--
Personal	1,098,804	960,970	--	* 91,304	--	--	--
<u>Out of Scope ²</u>							
Total	9,646,430	8,781,188	286,779	380,371	* 100,707	* 72,576	--
Not Stated	** 43,862	** 31,539	--	--	--	--	--
Business	258,619	250,871	--	--	--	--	--
Visiting	3,336,161	3,032,167	* 168,706	* 76,410	** 41,566	--	--
Pleasure	5,476,377	5,007,860	* 94,881	250,305	** 54,165	** 59,958	--
Personal	531,411	458,750	--	** 46,500	--	--	--

1. Includes homemakers, retired persons, disabled persons, etc..

2. Defined as those 14 years of age or younger.

Table 10

Person-Trips: Income by Mode by Purpose, Weighted Counts

<u>Total</u>	<u>Total</u>	<u>N.Stated</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>
Total	42,720,596	295,387	4,425,789	11,960,431	22,452,846	3,586,143
Auto	37,937,995	193,650	3,522,552	10,628,596	20,469,422	3,123,775
Air	2,108,566	--	683,736	630,113	652,429	*132,546
Bus	1,566,434	--	*96,160	411,181	763,832	290,969
Rail	490,139	--	--	190,792	* 169,128	**31,539
Boat & Other	410,588	--	--	* 87,811	302,544	--
Not Stated	206,875	*73,894	--	--	* 95,491	--

Less Than \$9,000

Total	4,537,166	--	444,769	1,610,908	1,921,366	530,959
Auto	3,692,512	--	386,451	1,285,024	1,561,589	439,005
Air	*160,601	-	--	* 75,023	** 58,916	--
Bus	516,755	-	**37,738	189,157	217,723	* 72,137
Rail	*110,368	--	--	** 53,562	** 47,161	--
Boat & Other	** 41,848	-	--	--	--	--
Not Stated	--	--	--	--	--	--

\$9,000 To \$14,999

Total	7,111,850	** 40,258	550,060	2,416,303	3,468,153	637,077
Auto	6,464,350	--	509,485	2,165,403	3,166,608	594,266
Air	242,210	--	--	*129,483	* 72,465	--
Bus	238,981	-	--	** 58,340	* 148,598	--
Rail	* 68,492	--	--	--	** 32,309	--
Boat & Other	* 64,293	--	--	--	--	--
Not Stated	** 33,524	--	--	--	--	-

\$15,000 To \$19,999

Total	7,802,060	** 48,828	771,088	2,244,910	4,153,940	583,294
Auto	7,171,473	** 31,021	707,884	2,044,605	3,850,017	537,945
Air	250,066	--	**50,620	*102,723	* 80,957	--
Bus	187,994	-	--	** 42,542	* 116,931	--
Rail	* 76,596	--	--	--	--	--
Boat & Other	* 91,694	-	--	--	* 66,833	--
Not Stated	--	--	--	--	--	-

\$20,000 To \$24,999

Total	6,742,763	** 60,001	492,475	1,853,818	3,761,043	575,428
Auto	6,074,537	** 54,005	372,172	1,721,953	3,510,906	415,500
Air	294,084	--	* 102,531	* 80,240	* 84,669	--
Bus	252,791	--	--	--	* 83,539	* 128,889
Rail	** 55,509	-	--	--	--	--
Boat & Other	** 54,933	-	--	--	** 50,705	--
Not Stated	--	--	-	--	--	-

\$25,000 To \$29,999

Total	4,537,441	--	555,753	1,060,396	2,610,426	290,387
Auto	4,065,147	--	407,768	959,666	2,430,352	252,203
Air	251,379	--	* 74,752	* 64,037	* 89,835	--
Bus	* 81,131	--	--	--	** 39,315	--
Rail	* 82,582	-	--	--	--	-
Boat & Other	** 48,963	-	--	--	** 40,298	--
Not Stated	--	--	--	--	--	-

Table 10 (continued)

Person-Trips: Income by Mode by Purpose, Weighted Counts

	<u>Total</u>	<u>N.Stated</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>
<u>\$30,000 To \$34,999</u>						
Total	2,540,087	--	408,794	513,753	1,423,067	* 172,690
Auto	2,283,598	--	347,746	451,031	1,303,557	* 161,270
Air	* 131,039	-	**55,507	--	** 49,098	--
Bus	**56,137	-	--	--	--	--
Rail	--	-	-	--	--	-
Boat & Other	**37,704	-	--	--	**31,728	--
Not Stated	--	--	-	-	--	-
<u>\$35,000 and Over</u>						
Total	3,449,381	--	576,497	729,132	1,919,592	215,758
Auto	2,915,763	--	335,840	642,375	1,741,624	193,564
Air	393,236	--	229,404	*53,903	* 95,877	--
Bus	**48,143	-	--	--	--	--
Rail	--	--	--	--	--	--
Boat & Other	**39,398	-	--	--	**32,043	-
Not Stated	--	--	--	--	--	-
<u>Refused Disclosure of Income</u>						
Total	3,295,877	--	349,311	848,150	1,822,637	249,305
Auto	2,905,932	--	237,017	738,981	1,680,338	229,519
Air	266,275	--	* 101,202	*73,324	* 78,749	--
Bus	**55,842	-	--	--	** 31,152	--
Rail	**34,415	-	--	--	--	--
Boat & Other	--	-	-	--	--	-
Not Stated	--	--	--	-	--	--
<u>Income Not Applicable</u>						
Total	817,434	--	*98,683	215,083	396,031	* 105,532
Auto	753,931	--	*85,592	197,779	372,633	* 97,135
Air	**31,083	-	--	--	--	--
Bus	--	--	--	--	--	--
Rail	--	-	-	--	--	--
Boat & Other	--	-	--	--	--	-
Not Stated	--	-	--	-	--	-
<u>Income Not Stated</u>						
Total	1,886,537	** 37,896	178,360	467,978	976,591	225,712
Auto	1,610,751	--	* 132,598	421,778	851,797	203,369
Air	* 88,593	-	--	--	** 33,020	--
Bus	* 111,308	--	--	--	* 73,033	--
Rail	--	--	-	--	--	--
Boat & Other	--	-	-	--	--	--
Not Stated	** 56,418	** 34,681	--	-	--	--

Table 11 A

Person-Trips: Occupation by Mode, Weighted Counts¹

	Total	Not Stated	Auto	Bus	Rail	Air	Other
Total	42,720,596	206,875	37,937,995	1,566,434	490,139	2,108,566	410,588
Managerial	2,660,822	--	2,173,844	**35,474	--	409,984	--
Natural Science	1,180,121	--	966,684	--	*67,092	*122,515	--
Social Science	689,330	--	563,595	--	--	*96,793	--
Religion	*135,844	--	*132,856	-	-	--	-
Teaching	1,700,623	--	1,524,742	**46,979	--	*90,857	--
Medicine	1,352,145	--	1,198,264	**46,214	--	*71,295	--
Artistic	386,671	--	312,042	--	--	**31,153	--
Clerical	5,214,201	**42,870	4,687,766	*118,206	**60,364	250,746	**54,251
Sales	2,852,334	--	2,557,934	**36,399	**32,066	185,227	--
Service	3,558,796	--	2,997,502	324,787	**40,465	*133,702	**51,345
Farming	1,331,743	--	1,260,904	--	--	--	--
Fishing	*63,967	-	**59,942	--	-	--	--
Forestry	*156,893	-	*142,610	--	-	--	--
Mining	*130,570	-	*125,555	--	-	--	-
Processing	723,460	-	658,226	--	--	--	--
Machining	651,952	--	597,418	--	-	--	--
Fabricating	1,774,161	--	1,591,292	**56,553	--	*79,135	--
Construction	1,715,207	--	1,603,433	--	--	--	--
Transportation	969,438	--	910,310	--	--	**35,424	--
Materials Handling	493,763	-	455,134	--	--	--	--
Other Crafts	282,113	--	242,314	--	--	--	--
Never Worked Before	11,290,406	--	10,186,847	515,869	*123,705	353,010	*82,007
Last Worked > 5 years ago	3,214,736	--	2,825,216	187,306	**33,570	*98,434	**46,807
Unable to Work	191,300	--	*163,566	--	--	--	-

1. Number of person-trips by those reporting occupations will not equal that by the employed in Appendix Table 9. Unemployed, retired persons may still report an occupation.

Table 11 B

Person-Trips: Occupation by Purpose, Weighted Counts¹

	Total	Not Stated	Business	Visiting	Pleasure	Personal
Total	42,720,596	295,387	4,425,789	11,960,431	22,452,846	3,586,143
Managerial	2,660,822	--	838,708	447,242	1,174,123	182,008
Natural Science	1,180,121	--	281,461	258,032	565,874	* 70,620
Social Science	689,330	--	* 123,721	179,515	361,230	--
Religion	* 135,844	--	* 68,506	--	** 45,105	--
Teaching	1,700,623	--	192,388	445,474	908,756	* 145,473
Medicine	1,352,145	--	* 100,844	456,500	670,850	* 108,795
Artistic	386,671	--	** 51,544	* 113,783	200,668	--
Clerical	5,214,201	** 62,253	355,656	1,411,835	3,048,806	335,651
Sales	2,852,334	--	627,361	606,571	1,308,307	299,674
Services	3,558,796	--	327,651	991,797	1,779,060	447,989
Farming	1,331,743	--	360,330	272,000	507,266	181,131
Fishing	* 63,967	--	--	--	--	--
Forestry	* 156,893	--	** 42,873	** 33,009	** 57,875	--
Mining	* 130,570	--	--	** 32,831	** 52,294	--
Processing	723,460	--	* 66,782	252,473	362,855	** 37,745
Machining	651,952	--	** 34,690	182,016	374,937	** 51,960
Fabricating	1,774,161	--	* 106,096	473,803	970,866	194,999
Construction	1,715,207	--	* 140,366	463,869	981,834	* 115,010
Transportation	969,438	--	* 114,706	210,435	554,965	* 87,311
Materials Handling	493,763	--	--	* 148,352	257,837	** 58,523
Other Crafts	282,113	--	** 35,606	* 64,663	* 161,545	--
Never Worked Before	11,290,406	** 59,055	332,088	3,817,980	6,369,859	711,425
Last Worked > 5 years ago	3,214,736	--	* 139,863	995,973	1,657,285	395,919
Unable to Work	191,300	--	--	* 87,220	** 62,506	** 35,342

1. See Footnote, Appendix Table 11 A.

Table 12

Trips: Party Size, Mode by Purpose, Weighted Counts

<u>Total</u>	<u>Total</u>	<u>Auto</u>	<u>Air</u>	<u>Bus</u>	<u>Rail</u>	<u>Boat&Other</u>	<u>Not Stated</u>
Total	22,596,024	19,012,420	1,558,773	1,276,528	341,201	257,958	149,144
1 Person	11,674,252	8,898,362	1,185,853	1,054,176	247,172	169,963	* 118,726
2 Persons	5,786,595	5,215,254	265,840	175,980	* 58,914	* 53,871	--
3 "	2,253,983	2,124,753	* 54,873	** 35,488	--	--	--
4 "	1,980,589	1,909,017	** 37,557	--	--	--	--
5 "	675,284	649,591	--	--	--	--	--
6-8 "	224,430	214,551	--	--	--	--	--
More Than 8 Persons	--	--	--	--	--	--	--
<u>Not Stated</u>							
Total	195,595	* 107,705	--	--	--	--	* 68,962
1 Person	134,893	* 54,493	--	--	--	--	* 66,435
2 Persons	** 36,786	** 34,217	--	--	--	--	--
3 "	--	--	--	--	--	--	--
4 "	--	--	--	--	--	--	--
5 "	--	--	--	--	--	--	--
6-8 "	--	--	--	--	--	--	--
More Than 8 Persons	--	--	--	--	--	--	--
<u>Business</u>							
Total	3,515,890	2,674,370	642,861	* 84,321	* 81,603	--	--
1 Person	2,865,371	2,076,390	607,890	* 72,483	* 77,962	--	--
2 Persons	497,606	450,171	* 31,361	--	--	--	--
3 "	* 77,874	* 76,266	--	--	--	--	--
4 "	* 50,871	* 47,860	--	--	--	--	--
5 "	--	--	--	--	--	--	--
6-8 "	--	--	--	--	--	--	--
More Than 8 Persons	--	--	--	--	--	--	--

Table 12 (continued)

Trips: Party Size, Mode by Purpose, Weighted Counts

Visiting	Total	Auto	Air	Bus	Rail	Boat&Other	Not Stated
Total	5,811,761	4,919,024	374,020	346,767	*122,791	**41,787	--
1 Person	2,570,592	1,944,478	221,056	299,114	*80,527	--	--
2 Persons	1,623,837	1,454,437	*95,133	**35,735	**26,633	--	--
3 "	693,224	649,156	**24,370	--	--	--	--
4 "	650,786	615,388	--	--	--	--	--
5 "	195,917	182,042	--	--	--	--	--
6-8 "	*76,737	*72,854	--	--	--	--	--
More Than 8 Persons	--	--	--	--	--	--	--
Pleasure							
Total	10,995,923	9,626,226	424,812	591,897	*105,191	198,597	*49,200
1 Person	4,946,297	4,001,265	259,826	461,795	*64,800	133,791	**24,820
2 Persons	3,061,379	2,752,233	*124,558	*104,606	**24,678	**41,400	--
3 "	1,272,164	1,205,313	--	--	--	--	--
4 "	1,173,651	1,142,100	--	--	--	--	--
5 "	418,694	407,481	--	--	--	--	--
6-8 "	*123,515	*117,611	--	--	--	--	--
More Than 8 Persons	--	--	--	--	--	--	--
Personal							
Total	2,076,855	1,685,095	*110,619	249,908	**24,948	--	--
1 Person	1,157,099	821,736	*92,624	217,806	--	--	--
2 Persons	566,985	524,196	--	--	--	--	--
3 "	196,853	183,635	--	--	--	--	--
4 "	*99,750	*99,574	--	--	--	--	--
5 "	*39,161	*38,947	--	--	--	--	--
6-8 "	--	--	--	--	--	--	--
More Than 8 Persons	--	--	--	--	--	--	--

Table 13

Person-Trips: Weekend, Non/Weekend
by Mode by Purpose, Weighted Counts

<u>Total</u>	<u>Total</u>	<u>N.Stated</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>
Total	42,720,596	295,386	4,425,790	11,960,431	22,452,846	3,586,143
Weekend	21,992,267	*91,001	635,661	7,529,526	12,470,473	1,265,605
Non/Weekend	20,434,357	*108,082	3,775,670	4,382,119	9,852,042	2,316,444
Not Stated	293,974	*96,303	--	** 48,786	* 130,332	--
<u>Auto</u>						
Total	37,937,994	193,650	3,522,553	10,628,596	20,469,421	3,123,775
Weekend	20,746,689	*81,847	562,246	7,147,109	11,794,703	1,160,783
Non/Weekend	16,994,550	*84,515	2,945,939	3,438,884	8,564,024	1,961,185
Not Stated	196,756	--	--	**42,601	* 110,693	--
<u>Air</u>						
Total	2,108,565	--	683,735	630,113	652,429	*132,546
Weekend	245,841	-	**52,062	*59,011	* 103,673	*31,096
Non/Weekend	1,851,703	--	631,675	569,127	542,303	*99,812
Not Stated	--	--	-	--	--	--
<u>Bus</u>						
Total	1,566,433	--	*96,160	411,181	763,833	290,969
Weekend	554,728	--	--	196,656	289,678	*52,063
Non/Weekend	1,004,791	--	*81,026	210,316	473,350	238,256
Not Stated	--	--	-	--	--	--
<u>Rail</u>						
Total	490,138	--	--	190,792	*169,128	**31,540
Weekend	*167,790	--	--	* 67,013	* 72,519	--
Non/Weekend	319,986	--	--	*123,779	* 95,657	--
Not Stated	--	--	-	-	--	-
<u>Boat & Other</u>						
Total	410,589	--	--	* 87,811	302,543	--
Weekend	222,344	-	--	** 52,893	* 165,276	--
Non/weekend	188,244	--	--	** 34,918	* 137,267	--
Not Stated	-	-	-	-	-	-
<u>Not Stated</u>						
Total	206,875	*73,893	--	--	* 95,490	--
Weekend	*54,875	--	--	--	** 44,623	-
Non/Weekend	*75,083	--	--	--	** 39,437	--
Not Stated	*76,917	*65,395	--	-	--	-

Table 14

Person-Trips: Length of Stay by Mode by Purpose, Weighted Counts

Nights Away From Home										
	Total	0	1	2	3	4-9	10-16	17-30	31-59	60 or More
Auto										
Total	42,720,596	10,955,452	4,746,207	10,998,888	4,622,463	6,366,476	3,081,324	1,419,855	348,083	181,848
N. Stated	295,387	* 110,344	--	* 71,847	--	* 34,108	* 30,453	--	--	--
Business	4,425,789	2,100,688	686,946	565,488	355,619	495,107	* 113,190	* 75,304	--	--
Visiting	11,960,431	2,520,158	1,651,283	3,454,396	1,327,179	1,564,374	804,611	419,578	* 141,065	* 77,786
Pleasure	22,452,846	4,423,810	1,900,915	6,410,713	2,713,265	3,883,654	2,014,445	862,982	* 170,078	* 72,983
Personal	3,586,143	1,800,452	495,003	496,444	204,584	389,232	* 118,625	* 50,089	--	--
Air										
Total	37,937,995	10,301,293	4,216,896	10,323,799	4,114,103	5,390,120	2,360,011	947,625	183,107	* 101,039
N. Stated	193,650	* 57,785	--	* 60,298	--	--	--	--	--	--
Business	3,522,552	1,989,219	493,763	367,333	228,655	304,633	* 73,900	* 49,541	--	--
Visiting	10,628,596	2,487,531	1,590,742	3,233,569	1,227,611	1,278,026	517,641	206,783	* 49,264	* 37,428
Pleasure	20,469,422	4,020,098	1,769,072	6,215,808	2,471,339	3,491,543	1,677,457	655,228	* 122,903	* 45,973
Personal	3,123,795	1,746,660	354,040	446,791	* 171,163	291,656	* 69,281	* 31,285	--	--
Air										
Total	2,108,566	* 126,440	199,043	182,937	* 167,665	443,750	466,786	333,954	* 124,627	* 63,363
N. Stated	--	--	--	--	--	--	--	--	--	--
Business	683,736	* 92,647	* 168,133	* 123,141	* 93,637	* 145,512	* 31,486	--	--	--
Visiting	630,113	--	--	--	--	* 106,270	193,639	* 153,131	* 76,809	* 36,641
Pleasure	652,429	--	--	--	* 35,138	* 152,932	215,246	* 147,251	--	--
Personal	* 132,546	--	--	--	--	* 38,209	--	--	--	--
Bus										
Total	1,566,434	352,474	232,984	245,951	181,433	332,055	* 128,646	* 68,050	--	--
N. Stated	--	--	--	--	--	--	--	--	--	--
Business	* 96,160	--	--	--	--	* 33,211	--	--	--	--
Visiting	411,181	--	--	* 133,263	* 42,015	* 109,416	* 55,547	--	--	--
Pleasure	763,832	288,844	* 62,397	* 80,443	* 114,622	* 134,606	* 48,089	--	--	--
Personal	290,969	* 39,299	* 127,425	--	--	* 53,511	--	--	--	--

Table 14 (continued)

[illegible]

Table 15

Person-Trips: Vacation, Non/Vacation
by Mode by Purpose, Weighted Counts

<u>Total</u>	<u>Total</u>	<u>N.Stated</u>	<u>Business</u>	<u>Visiting</u>	<u>Pleasure</u>	<u>Personal</u>
Total	42,720,596	295,386	4,425,790	11,960,431	22,452,846	3,586,143
Vacation	14,290,739	* 67,300	224,984	3,931,759	9,646,026	420,670
Non/Vacation	27,849,833	* 103,391	4,085,091	7,925,589	12,594,450	3,141,312
Not Stated	580,024	* 124,695	*115,715	* 103,083	212,370	--
<u>Auto</u>						
Total	37,937,994	193,650	3,522,553	10,628,596	20,469,421	3,123,775
Vacation	12,201,752	** 57,758	185,865	3,093,042	8,525,368	339,719
Non/Vacation	25,283,908	* 89,261	3,231,029	7,445,397	11,752,464	2,765,758
Not Stated	452,334	** 46,631	*105,659	* 90,157	191,589	--
<u>Air</u>						
Total	2,108,565	--	683,735	630,113	652,429	* 132,546
Vacation	1,100,992	--	*30,443	490,916	539,980	** 38,198
Non/Vacation	983,335	--	643,739	* 132,964	* 111,956	* 92,710
Not Stated	--	--	--	--	--	--
<u>Bus</u>						
Total	1,566,433	--	* 96,160	411,181	763,833	290,969
Vacation	525,099	--	--	* 167,011	309,131	** 39,669
Non/Vacation	1,022,292	--	* 88,714	238,552	445,090	248,741
Not Stated	--	--	-	--	--	--
<u>Rail</u>						
Total	490,138	--	--	190,792	* 169,128	** 31,540
Vacation	226,102	--	-	* 126,430	* 95,621	--
Non/Vacation	261,202	--	--	* 63,286	* 73,507	--
Not Stated	--	--	-	--	-	--
<u>Boat & Other</u>						
Total	410,589	--	--	* 87,811	302,543	--
Vacation	195,887	--	--	** 47,511	* 145,708	--
Non/Vacation	211,848	-	--	** 40,300	* 155,877	--
Not Stated	--	--	--	-	--	-
<u>Not Stated</u>						
Total	206,875	* 73,893	--	--	* 95,490	--
Vacation	**40,906	--	--	--	--	-
Non/Vacation	*87,247	--	--	--	** 55,555	--
Not Stated	*78,722	* 68,252	--	-	--	--

Table 16

Person-Trips: Mode by Distance by Purpose (Business & Non/Business), Weighted Counts

DISTANCE IN MILES

DISTANCE IN MILES																					
Total All Purposes	Total	50-99			100-199			200-349			350-499			500-999			1000-1999		2000 Miles or More		Not Stated
Total All Modes	42,720,596	16,486,735	12,941,800	5,388,396	2,198,386	2,501,264	1,163,662	897,098	1,143,255												
Auto	37,937,995	15,697,167	12,027,082	4,773,016	1,804,930	1,926,816	770,326	239,722	698,935												
Air	2,108,566	**38,699	*75,874	246,706	182,103	353,390	282,071	611,722	318,000												
Bus	1,566,434	445,577	568,909	242,066	*124,152	*99,618	--	--	*47,556												
Rail	490,139	**56,554	*155,921	**60,155	**58,804	*75,352	**55,750	--	--												
Other	410,588	185,627	*77,877	**56,311	--	**37,794	--	--	--												
Not Stated	206,875	*63,111	**36,136	--	--	--	--	--	**61,421												
Business																					
Total All Modes	4,425,789	1,790,985	1,243,765	589,246	256,794	231,012	*102,576	*106,196	*105,214												
Auto	3,522,552	1,747,533	1,087,795	354,445	*131,345	*106,640	--	--	**45,572												
Air	683,736	--	**44,549	208,292	*109,027	*104,136	*79,327	*76,985	**44,297												
Bus	*96,160	--	**34,145	--	--	--	--	--	--												
Rail	--	--	--	--	--	--	--	--	--												
Other	--	--	--	--	--	--	--	--	--												
Not Stated	--	--	--	--	--	--	--	--	--												
Non/Business																					
Total All Modes	37,999,420	14,588,123	11,626,553	4,769,112	1,922,316	2,251,318	1,053,547	782,360	1,006,090												
Auto	34,221,793	13,874,397	10,880,038	4,394,597	1,660,222	1,807,628	748,751	208,823	647,336												
Air	1,415,088	--	**31,325	**37,004	*72,249	247,891	198,591	532,749	273,704												
Bus	1,465,982	420,645	533,569	224,861	*112,976	*90,042	--	--	*47,556												
Rail	391,459	**50,013	*85,623	**53,318	**53,258	*68,044	**53,603	--	--												
Other	396,390	184,967	*72,659	**52,729	--	**35,181	--	--	--												
Not Stated	*108,708	**36,526	--	--	--	--	--	--	--												

Table 17

Person-Trips: Province of Origin by Mode by Destination,
Weighted Counts

Dest./Mode	Canada	ORIGIN										
		Not Stated	NFLD	P.E.I.	N.S.	N.B.	Québec	Ontario	Manitoba	Sask.	Alta.	B.C.
ALL DESTINATIONS ¹												
Total	42,720,596	**91,845	726,129	119,338	1,499,996	1,098,878	10,690,289	15,677,755	2,584,408	2,355,928	4,260,235	3,615,796
Not Stated	206,875	--	--	--	--	**16,861	--	*102,776	--	--	**13,741	**24,386
Auto	37,937,995	--	643,702	111,931	1,351,674	1,009,307	9,513,736	13,778,140	2,375,977	2,216,274	3,819,869	3,039,977
Air	2,108,566	--	*50,996	--	73,104	*31,943	454,418	786,228	100,656	57,780	228,409	314,059
Bus	1,566,434	--	**19,135	--	*40,083	**12,171	466,714	624,465	*56,118	62,302	136,510	*143,878
Rail	490,139	--	--	--	**12,060	**20,053	*103,544	*288,259	**19,834	--	**16,912	--
Boat	*119,001	--	**9,011	--	--	--	--	--	--	--	--	*56,411
Other	291,587	--	--	--	**13,309	--	*110,959	**63,934	*23,086	**11,386	*44,087	--
NEWFOUNDLAND												
Total	708,834	--	642,795	--	*18,503	--	--	--	--	--	--	--
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Auto	643,499	--	603,853	--	**9,323	--	--	--	--	--	--	--
Air	**39,844	--	**15,084	--	--	--	--	--	--	--	--	--
Bus	--	--	**17,691	--	--	--	--	--	--	--	--	--
Rail	--	--	--	--	--	--	--	--	--	--	--	--
Boat	--	--	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--	--	--
PRINCE EDWARD ISLAND												
Total	347,957	--	--	48,711	97,392	77,101	*40,541	*67,129	--	--	--	--
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Auto	303,778	--	--	48,476	86,674	75,370	**31,790	**53,615	--	--	--	--
Air	--	--	--	--	--	--	--	--	--	--	--	--
Bus	--	--	--	--	--	--	--	--	--	--	--	--
Rail	--	--	--	--	--	--	--	--	--	--	--	--
Boat	--	--	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--	--	--
NOVA SCOTIA												
Total	1,458,281	--	**12,927	30,991	1,151,749	88,996	*37,499	90,738	--	--	--	--
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Auto	1,301,713	--	--	29,268	1,093,464	80,256	--	--	--	--	--	--
Air	78,302	--	--	--	**10,589	--	--	--	--	--	--	--
Bus	*36,056	--	--	--	*29,039	--	--	--	--	--	--	--
Rail	--	--	--	--	--	--	--	--	--	--	--	--
Boat	--	--	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--	--	--
NEW BRUNSWICK												
Total	979,266	--	--	*25,372	90,713	698,736	*63,742	*85,163	--	--	--	--
Not Stated	--	--	--	--	--	**10,394	--	--	--	--	--	--
Auto	879,404	--	--	*24,349	80,092	663,667	**54,324	**51,661	--	--	--	--
Air	**36,710	--	--	--	--	--	--	--	--	--	--	--
Bus	--	--	--	--	--	--	--	--	--	--	--	--
Rail	--	--	--	--	--	**10,309	--	--	--	--	--	--
Boat	--	--	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--	--	--
QUEBEC												
Total	8,920,020	--	--	--	**17,357	66,894	7,909,278	864,741	--	--	**16,157	--
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Auto	8,127,819	--	--	--	--	*55,395	7,338,164	699,966	--	--	--	--
Air	*151,123	--	--	--	--	--	*77,326	--	--	--	--	--
Bus	386,309	--	--	--	--	--	343,607	--	--	--	--	--
Rail	*144,135	--	--	--	--	--	**46,816	**90,981	--	--	--	--
Boat	--	--	--	--	--	--	--	--	--	--	--	--
Other	*92,654	--	--	--	--	--	*86,273	--	--	--	--	--
ONTARIO												
Total	13,948,377	--	**19,594	--	*36,767	*30,740	975,779	12,542,105	219,596	*16,148	*42,555	**40,460
Not Stated	*90,896	--	--	--	--	--	--	**83,342	--	--	--	--
Auto	12,737,357	--	**11,358	--	*20,087	**19,837	807,643	11,646,137	181,756	--	**15,162	--
Air	335,830	--	--	--	**12,114	--	**56,533	*168,979	**19,332	**10,124	**23,568	--
Bus	488,587	--	--	--	--	--	**59,260	417,296	--	--	--	--
Rail	202,839	--	--	--	--	--	**38,273	*144,803	**10,409	--	--	--
Boat	**36,631	--	--	--	--	--	--	--	--	--	--	--
Other	**56,238	--	--	--	--	--	--	**51,700	--	--	--	--

Table 17 (cont'd)

Person-Trips: Province of Origin by Mode by Destination,
Weighted Counts

Dest./Mode	Canada	ORIGIN										
		Not Stated	NFLD	P.E.I.	N.S.	N.B.	Québec	Ontario	Manitoba	Sask.	Alta.	S.C.
MANITOBA												
Total	2,215,537	--	--	--	--	--	--	* 185,403	1,835,054	104,125	* 51,511	** 29,822
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Auto	1,975,352	--	--	--	--	--	--	** 49,341	1,766,116	93,831	* 40,625	** 21,976
Air	** 53,920	--	--	--	--	--	--	--	** 12,589	--	--	--
Bus	* 145,407	--	--	--	--	--	--	* 104,127	* 34,964	--	--	--
Rail	--	--	--	--	--	--	--	--	--	--	--	--
Boat	--	--	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	** 16,741	--	--	--
SASKATCHEWAN												
Total	2,206,026	--	--	--	--	--	--	--	100,385	1,816,862	184,430	* 59,052
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Auto	2,060,213	--	--	--	--	--	--	--	89,249	1,755,621	168,111	** 38,635
Air	* 70,748	--	--	--	--	--	--	--	--	** 9,257	--	--
Bus	** 54,170	--	--	--	--	--	--	--	--	43,382	--	--
Rail	--	--	--	--	--	--	--	--	--	--	--	--
Boat	--	--	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	** 7,400	--	--
ALBERTA												
Total	3,634,903	--	--	--	--	--	--	** 49,703	* 56,915	207,569	2,986,478	292,460
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Auto	3,278,999	--	--	--	--	--	--	--	* 39,142	186,905	2,801,290	229,403
Air	179,718	--	--	--	--	--	--	--	** 12,068	** 7,015	* 52,377	* 49,846
Bus	* 118,663	--	--	--	--	--	--	--	--	** 8,854	99,648	--
Rail	--	--	--	--	--	--	--	--	--	--	--	--
Boat	--	--	--	--	--	--	--	--	--	--	--	--
Other	** 33,589	--	--	--	--	--	--	--	--	--	* 27,473	--
BRITISH COLUMBIA												
Total	3,346,205	--	--	--	--	--	** 32,606	* 119,993	* 57,739	76,419	585,640	2,458,862
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Auto	2,882,944	--	--	--	--	--	--	** 51,265	* 38,191	62,395	511,156	2,205,324
Air	237,451	--	--	--	--	--	--	** 60,209	** 12,208	** 7,535	* 37,067	* 92,403
Bus	* 120,466	--	--	--	--	--	--	--	--	--	** 21,312	* 90,374
Rail	--	--	--	--	--	--	--	--	--	--	--	--
Boat	** 33,189	--	--	--	--	--	--	--	--	--	--	** 33,189
Other	--	--	--	--	--	--	--	--	--	--	--	--
UNITED STATES												
Total	3,321,510	--	--	** 4,364	* 45,499	71,942	1,170,267	990,752	188,143	73,847	232,889	535,568
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Auto	2,725,413	--	--	** 4,278	* 28,337	65,136	995,940	783,072	174,970	65,118	180,021	424,727
Air	388,156	--	--	--	** 12,201	--	* 119,208	* 144,632	--	** 6,485	* 41,513	* 47,369
Bus	* 131,371	--	--	--	--	--	--	** 52,533	--	--	--	** 37,321
Rail	--	--	--	--	--	--	--	--	--	--	--	--
Boat	--	--	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--	--	--
OTHER FOREIGN COUNTRIES AND NOT STATED												
Total	1,613,046	--	** 21,391	--	* 33,614	* 46,051	417,684	623,467	106,997	47,794	134,966	169,953
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Auto	1,010,823	--	** 13,121	--	* 23,898	* 41,591	244,525	369,037	81,381	41,112	89,032	* 103,325
Air	508,403	--	--	--	--	--	* 138,085	* 241,088	** 17,041	** 6,074	* 34,658	* 52,130
Bus	** 39,427	--	--	--	--	--	--	--	--	--	--	--
Rail	--	--	--	--	--	--	--	--	--	--	--	--
Boat	--	--	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--	--	--

1. All Destinations includes Yukon and Northwest Territories.

Table 18

Person-Trips: Province of Origin by Purpose by Province of Destination,
Weighted Counts

<u>Dest./Purpose</u>	<u>Canada</u>	<u>N.Stated</u>	<u>NFLD.</u>	<u>P.E.I.</u>	<u>N.S.</u>	<u>N.B.</u>	<u>Québec</u>	<u>Ontario</u>	<u>Manitoba</u>	<u>Sask.</u>	<u>Alta.</u>	<u>B.C.</u>
<u>ALL DESTINATIONS¹</u>												
Total	42,720,596	**491,845	726,129	119,338	1,499,996	1,098,878	10,690,289	15,677,755	2,584,408	2,355,928	4,260,235	3,615,796
Not Stated	295,387	--	--	--	--	**411,100	*71,266	*123,926	*13,653	*411,481	**19,081	**28,720
Business	4,425,789	--	129,340	*17,836	149,283	138,925	898,135	1,360,171	267,328	424,385	591,572	446,058
Visiting	11,960,431	--	168,648	40,031	419,240	311,131	3,290,058	4,562,524	578,263	728,516	1,010,196	834,238
Pleasure	22,452,846	--	316,316	35,841	735,362	515,152	5,679,813	8,650,316	1,454,788	887,726	2,217,849	1,940,167
Personal	3,586,143	--	107,709	*21,682	188,015	122,570	751,016	1,000,818	270,375	303,819	421,537	366,613
<u>NEWFOUNDLAND</u>												
Total	708,834	--	642,795	--	**18,503	--	--	--	--	--	--	--
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Business	*122,486	--	111,182	--	--	--	--	--	--	--	--	--
Visiting	176,575	--	151,917	--	--	--	--	--	--	--	--	--
Pleasure	272,565	--	272,565	--	--	--	--	--	--	--	--	--
Personal	*108,752	--	104,071	--	--	--	--	--	--	--	--	--
<u>PRINCE EDWARD ISLAND</u>												
Total	347,957	--	--	48,711	97,392	77,101	**40,541	**67,129	--	--	--	--
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Business	--	--	--	**6,621	--	--	--	--	--	--	--	--
Visiting	*60,828	--	--	*14,955	**13,559	*12,706	--	--	--	--	--	--
Pleasure	253,459	--	--	*13,569	80,466	59,238	**37,806	**9,753	--	--	--	--
Personal	--	--	--	*10,761	--	--	--	--	--	--	--	--
<u>NOVA SCOTIA</u>												
Total	1,458,281	--	**12,927	*30,991	1,151,749	88,996	**37,499	*90,738	--	--	--	--
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Business	*148,420	--	--	*46,951	111,879	**14,358	--	--	--	--	--	--
Visiting	431,113	--	--	*7,825	316,961	*34,384	--	**56,285	--	--	--	--
Pleasure	667,194	--	--	*9,934	553,737	*31,668	--	--	--	--	--	--
Personal	206,428	--	--	**5,379	165,873	--	--	--	--	--	--	--
<u>NEW BRUNSWICK</u>												
Total	979,266	--	--	*25,372	90,713	698,736	*63,742	**85,163	--	--	--	--
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Business	*121,935	--	--	--	**16,788	95,941	--	--	--	--	--	--
Visiting	321,110	--	--	*11,121	*30,743	202,248	--	*56,638	--	--	--	--
Pleasure	418,512	--	--	*47,259	*37,135	298,684	**46,645	--	--	--	--	--
Personal	*112,783	--	--	*44,165	--	97,591	--	--	--	--	--	--
<u>QUEBEC</u>												
Total	8,920,020	--	--	--	**17,357	66,894	7,909,278	864,741	--	--	**16,157	--
Not Stated	*62,045	--	--	--	--	--	**47,859	--	--	--	--	--
Business	802,775	--	--	--	--	**11,599	639,662	*132,638	--	--	--	--
Visiting	2,950,312	--	--	--	--	*21,541	2,669,584	*230,117	--	--	--	--
Pleasure	4,427,782	--	--	--	--	*23,899	3,956,229	424,691	--	--	--	--
Personal	677,106	--	--	--	--	--	595,943	**64,383	--	--	--	--
<u>ONTARIO</u>												
Total	13,948,377	--	**19,594	--	*36,767	*30,740	975,779	12,542,105	219,596	*16,148	*42,555	**40,460
Not Stated	*107,221	--	--	--	--	--	--	*96,973	--	--	--	--
Business	1,239,220	--	--	--	--	--	*155,451	1,041,795	**14,718	--	--	--
Visiting	4,127,058	--	--	--	*19,989	**14,644	323,830	3,676,018	*30,875	*6,230	**16,823	--
Pleasure	7,636,837	--	--	--	--	**10,315	425,908	6,982,719	159,133	--	**13,540	--
Personal	838,041	--	--	--	--	--	*66,742	744,601	**12,212	--	--	--

Table 18 (cont'd)
 Person-Trips: Province of Origin by Purpose by Province of Destination,
 Weighted Counts

Dest./Purpose	Canada	N.Stated	NFLD.	P.E.I.	N.S.	N.B.	Québec	Ontario	Manitoba	Sask.	Alta.	B.C.
MANITOBA												
Total	2,215,537	--	--	--	--	--	--	*185,403	1,835,054	104,125	*51,511	**29,822
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Business	263,559	--	--	--	--	--	--	--	220,323	*22,209	--	--
Visiting	525,783	--	--	--	--	--	--	--	413,119	*29,773	**20,841	--
Pleasure	1,071,266	--	--	--	--	--	--	--	978,996	41,874	--	--
Personal	345,519	--	--	--	--	--	--	*109,217	215,784	**10,269	--	--
SASKATCHEWAN												
Total	2,206,026	--	--	--	--	--	--	--	100,385	1,816,862	184,430	*59,052
Not Stated	--	--	--	--	--	--	--	--	--	**7,716	--	--
Business	413,674	--	--	--	--	--	--	--	**12,569	356,198	*27,801	--
Visiting	727,625	--	--	--	--	--	--	--	*45,750	566,040	*60,248	**31,109
Pleasure	763,597	--	--	--	--	--	--	--	*28,466	635,943	80,336	--
Personal	291,942	--	--	--	--	--	--	--	**13,104	250,965	**15,803	--
ALBERTA												
Total	3,634,903	--	--	--	--	--	--	**49,703	*56,915	207,569	2,986,478	292,460
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Business	567,633	--	--	--	--	--	--	--	--	*28,261	489,663	**25,496
Visiting	975,563	--	--	--	--	--	--	--	*26,716	81,869	719,472	*112,227
Pleasure	1,643,262	--	--	--	--	--	--	--	**19,237	69,064	1,412,514	*113,615
Personal	439,885	--	--	--	--	--	--	--	--	*26,679	359,989	**39,998
BRITISH COLUMBIA												
Total	3,346,205	--	--	--	--	--	**32,606	*119,993	*57,739	76,419	585,640	2,458,862
Not Stated	**31,966	--	--	--	--	--	--	--	--	--	--	**24,769
Business	430,492	--	--	--	--	--	--	--	--	--	*33,039	354,864
Visiting	745,923	--	--	--	--	--	--	--	*21,722	*23,307	122,854	534,872
Pleasure	1,835,137	--	--	--	--	--	--	**56,344	*29,540	43,358	406,266	1,273,199
Personal	302,688	--	--	--	--	--	--	--	--	**6,422	**18,300	271,158
UNITED STATES												
Total	3,371,510	--	--	**4,364	*45,499	71,942	1,170,267	990,752	188,143	73,847	232,869	535,568
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Business	195,895	--	--	--	--	--	**58,299	**65,308	--	--	**13,403	**40,592
Visiting	477,915	--	--	--	**9,496	--	*124,797	*220,585	**11,698	**7,542	**18,071	*72,924
Pleasure	2,458,623	--	--	--	*29,455	*52,507	919,980	652,182	157,911	53,933	190,441	395,426
Personal	*161,689	--	--	--	--	--	**53,662	**46,292	**14,600	--	--	**25,680
OTHER FOREIGN COUNTRIES AND NOT STATED												
Total	1,613,046	--	*21,391	--	*33,614	*46,051	417,684	623,467	106,997	47,794	134,966	169,953
Not Stated	--	--	--	--	--	--	--	--	--	--	--	--
Business	*98,908	--	--	--	--	--	--	**46,478	--	--	--	--
Visiting	435,100	--	--	--	**10,301	--	*126,244	*168,911	**20,503	**9,276	*37,566	*46,046
Pleasure	969,977	--	**10,668	--	**16,202	*34,244	237,534	382,280	74,788	*32,125	80,499	*98,936
Personal	*86,296	--	--	--	--	--	--	--	--	--	--	--

1. All destinations includes Yukon and Northwest Territories.

